

SOUTHRAILNEWS

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MARCH 1955

Editor :

T. S. PARTHASARATHY

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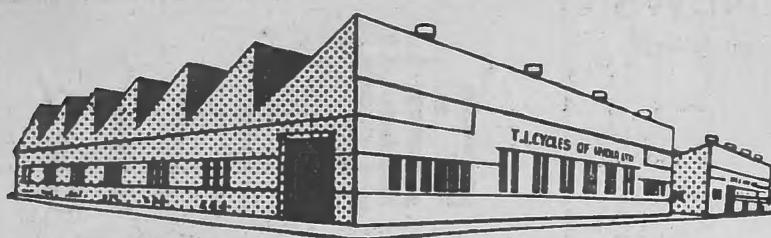
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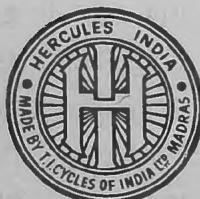
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SOUTHERN RAILNEWS

Vol. I

MARCH 1955

No. 12

SUSTAINED OPTIMISM

IF, in presenting the Railway Budget to the Parliament last month, the Union Minister for Railways showed a distinctly cautious approach to the problems lying ahead, it was because he was fully alive to the need for finding the finance in the face of mounting working expenses. This is also the reason why he has not gone further in the fare and freight concessions he has announced.

Despite the uncertainties of the period, the financial position of our Railways is unquestionably sound and there is much in the Budget from which the country can derive satisfaction. The decline in passenger earnings which continued, to the great concern of the Ministry, during the previous three years has been arrested while goods traffic is showing a steady rise. Thanks to this increase in earnings, the year is expected to close with a bigger surplus than was anticipated last year. This is all the more striking as, under the new Railway Convention

adopted last year, the Railways are providing Rs. 35 crores towards depreciation as against Rs. 30 crores hitherto. If the old convention was in force, the surplus next year would be Rs. 12 crores but the figure will now be less by nearly Rs. 5 crores.

There are no doubt valid reasons for the rise in expenses during the past five years. These include higher dearness allowances to railway staff, the allotment of more money for rolling stock, electrification and line capacity works. The working expenses, however, should not be allowed to increase out of step with increases in earnings and it is the primary duty of the Ministry to see that the Operating Ratio—the index of economical and remunerative railway operation—does not keep a steady upward trend.

Many of the measures announced by Shri Lal Bahadur Shastri have already been well received by the Indian Press and Chambers of Commerce and the most important of

these is perhaps the modification introduced in freight rates. The steady drop in the prices of foodgrains increased proportionately the incidence of freight, particularly as it affected the selling price of grain in deficit areas situated at considerable distances from the surplus regions. The wagon load scale for grains and pulses was, therefore, reduced for distances beyond 300 miles and the same treatment extended to fertilisers which are also important from the point of view of the agriculturist.

The readjustment of Second, Inter (which will be known as First and Second from 1st April) and Third class fares announced by the Railway Minister is calculated to give relief to long distance passengers performing journeys of 301 miles or more, while short distance passengers will be paying slightly more. He made it clear that he did not expect any substantial increase in passenger receipts as a result of this readjustment.

The decision to extend electrification from Tambaram to Villupuram and to commence the work as soon as detailed plans and estimates had been finalised, will be received with no small amount of satisfaction by the travelling public in South India. It will be recalled that recently a considerable amount of attention was being focussed on this question.

An aerial survey of the West Coast is in progress to determine the possibility of railway construction in that area. The Minister told the House with legitimate pride that ten out of the twelve dismantled lines had been completely restored and work was in progress to relay the other two lines also.

The introduction, for the first time since the war, of holiday return tickets at concessional fares for the next Dasara and Diwali holidays and the reduction of the charge for platform tickets from two annas to one anna are measures which are bound to be welcomed by a large body of the travelling public.

The Ministry's policy in regard to the provision of amenities on trains and at stations has been greatly appreciated in the country and, with the appointment of a separate officer on each Railway exclusively to deal with the provision of amenities, the Minister had every reason to look forward to a substantial improvement in the standard of facilities provided. Among important amenities sought to be provided in the near future, the Minister mentioned the construction of a new type of retiring rooms at stations and the running of vestibuled Third Class Janata Expresses. A concentrated drive is to be made to provide raised platforms wherever necessary and the Minister welcomed voluntary labour in achieving this task. The increased supply of coaches and locomotives should go a long way towards giving relief in the matter of overcrowding to reduce which, Diesel Cars are run over short distances and the number of shuttle trains has been increased.

The results of the experiments the Ministry proposed to make in the matter of catering will be awaited with keen interest. Non-officials will be associated in a suitable manner in the matter of inspecting catering establishments and an examination is to be made whether it would be feasible to evolve a standard menu on the basis of regional tastes and requirements.

Among the many happy features of the Railway Budget was the very heartening account given by Shri Lal Bahadur Shastri of the progress made under the first Five-Year Plan. The cordial relations now existing between the administration and railwaymen in general will be further strengthened by the announcement that 10,000 new staff quarters would be built during 1955-56 and holiday homes opened at suitable hill stations or seaside resorts where staff could spend their holidays inexpensively and in reasonable comfort.

As regards the true spirit of service which the Minister is anxious to foster among railwaymen, it is difficult to improve upon the concluding portion of his Budget speech in which he said "Howsoever well equipped the railways may otherwise be, their efficient working depends mainly on those who actually run them. If they are not up to the required standard, if they have not caught the spirit of the times, and if they do not basically believe in the democratic approach, railways would lose dynamism and not have served their full purpose."

A Distinguished Visitor

The Southern Railway, which carried many distinguished visitors during the

recent Congress Session, had the signal honour of welcoming Marshal Josip Broz Tito, President of the People's Federal Republic of Yugoslavia, who was on a State visit to India. It was the first occasion, after the attainment of Independence, when the head of another State paid a visit to this land of ours.

The Marshal is one of the ablest statesmen of the post-war world—a person who stood up for his views and won in the struggle. Yugoslavia, under his able leadership and guidance, has earned the respect of the world. The Croatian peasant leader's meteoric rise to power from the position of an engineering apprentice is a thrilling saga in the recent history of Yugoslavia.

The contribution which the two great nations, India and Yugoslavia, are making towards world peace has earned the admiration of all peace-loving people and it was in the fitness of things that Marshal Tito paid a visit to this country during the Congress Session when he could see a complete cross-section of a sister nation which believed in the doctrine of 'co-existence.'

BUDGET AT A GLANCE

	Actuals 1953-54	Budget 1954-55	Revised Estimate 1954-55	Budget 1955-56
Gross Traffic Receipts ..	274.29	273.25	282.80	292.50
Working Expenses ..	201.75	194.53	202.95	206.80
Net Miscellaneous Expenditure ..	5.62	8.08	8.32	7.49
Appropriation to Depreciation Reserve Fund ..	30.00	30.00	30.00	35.00
Total ..	237.37	232.61	241.27	249.29
Net Railway Revenues ..	36.92	40.64	41.53	43.21
Dividend to General Revenues ..	34.36	35.50	34.96	36.07
Net Surplus ..	2.56	5.14	6.57	7.14

(Rupees in crores)

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Notes and Comments

SOCIAL EDUCATION ON INDIAN RAILWAYS

A scheme for launching a programme of social education on the Indian Railways for the benefit of passengers as well as the railway is under the consideration of the Railway Board.

The object of the educative publicity contemplated by the Railway Board, is to explain to people what amenities the Railways provide for them and how to make the best use of the amenities. The programme would also aim at educating the travelling public on the need for co-operation in the maintenance of cleanliness on the platforms and in trains, and orderliness on the platforms and during travel.

The adoption of a scheme of social education is one of the recommendations of the three-man delegation headed by Sri S. S. Vasist which went on a study tour of the Soviet and other European Railways in the middle of last year.

Before the departure of the delegation, the Union Railway Minister, Sri Lal Bahadur Shastri, had suggested that the Railway Board should examine the feasibility of providing arrangements on Indian Railways for imparting a kind of social education to Railway passengers.

In its report to the Railway Minister, the Vasist delegation has pointed out that the Soviet and German Federal Railways had made notable progress in giving social education to passengers.

According to the report, all passenger trains on the Soviet Railways have radio-receivers in each compartment connected with a radio room on the

train. Apart from playing music for the entertainment of passengers, says the report, advantage of this arrangement is also taken to educate them in 'safety' methods, the use of amenities at stations and on trains and general civic responsibilities.

On the German Railways, the delegation found that cinema halls were provided at large stations where films of social and educative value were shown free of charge to bonafide passengers.

The delegation has recommended that the practice in force on Soviet and German Railways might be tried on Indian Railways with such modifications as may be necessary.

The delegation has also said in its report that it is almost an universal practice on European Railways to guide passengers and give information about the arrival and departure of trains and platform arrangements by means of loud-speakers. "The announcements," says the report "are brief and clear. They are made at suitably spaced intervals and do not become continuous jargon."

The delegation says that Indian Railways have also introduced similar arrangements at big stations. It recommends that the arrangement might, with advantage, be extended to other important stations.

It is necessary, says the delegation in its report, that the method and quality of announcement should be considerably improved on Indian Railways and arrangements made for staff to be specially trained and tested before they are put on this work.

AN APPRECIATION

A number of Members of the Lok Sabha and other delegates to the Avadi Congress, who undertook a tour of Rameswaram, Madura and other places on the Southern Railway after the Session was over, have written to the Railway Minister as under on their return to Allahabad:

"We write to thank you and through you the Railway Administration of Southern Railway for providing the delegates and the party with special train and all other facilities of travel during our trip to Shri Rameshwaram, Madura, Cape Comorin and back to Madras via Trichinopoly. Our journey was made very comfortable by courtesy of the Railway staff throughout and we are specially thankful to some of the officials—Shri Sambamurti, Shri Krishnamurti, D.T.Ss., Madras and Madura. Shri N. S. Sambasivam, Commercial Inspector who was with us throughout the journey to guide us all through and provide all sorts of facilities—for their personal attention.

We cannot help appreciating the spirit of service shown by these officers and hope that the staff will continue to serve the general public with the same spirit which is a tribute to your good administration.

The catering arrangements made through the Railway Canteens were very satisfactory.

On the Republic Day, we passed through Virudhunagar station in the morning and the Station Master gave us the opportunity for flag hoisting ceremony, the staff and the delegates joining together.

We shall be thankful if you convey our thanks to these said officers and their staff for services rendered to the party and above all, you will please accept our grateful thanks for this arrangement.

We admired your good administration and the improvements you have made. Possibly soon, I may meet you at Delhi and will speak to you personally."

Shri Lal Bahadur Shastri has replied to the Party as under:

"Thank you very much for the letter from you and other friends dated the 27th January, regarding the satisfactory arrangements made for you all by the Southern Railway. It is good to know that you had a comfortable journey and all necessary arrangements had been made."

Another suggestion made by the delegation is to have illuminated or other signs and notices pointing out to passengers as to how they could make their way to any particular platform or any part of the station as found in European Railways.

SELF-SUFFICIENCY IN RAILWAY EQUIPMENT

The Government of India has appointed a Committee to advise the Government on the more intensive utilisation of indigenous capacity for railway equipment, particularly for the manufacture of special type of wagons, locomotives and other stock and fittings, which are still imported.

Sri G. B. Kotak, Chairman of the Stores Purchase Committee is also Chairman of the new Committee, the formation of which was indicated by the Railway Minister in his Railway Budget speech last year.

The other members of the Committee are : Sri Amarnath Agarwal, M.P. ; Sri G. R. Damodaran, M.P. ; Sri L. P. Misra, General Manager, Hindustan Motors Ltd. ; Sri D. M. Sen, Deputy General Manager, Burn & Co., Ltd. ; Sri Morarji J. Vaidya of the National Electrical Industries Ltd., and Chairman, All-India Manufacturers Organisation ; Sri K. Ramachandran, Chief Mechanical Engineer, Eastern Railway ; Sri P. C. Kapoor, Joint Director, Railway Board and Sri B. D. Kalekar, Industrial Adviser (Engineering), Ministry of Commerce and Industry. Sri N. N. Tandon, Works Manager, Eastern Railway, will act as Secretary of the Committee.

The terms of reference of the Committee which include self-sufficiency in the production of railway equipment to the maximum extent possible cover specifically : (a) Locating of idle capacity in India for the manufacture of railway equipment and rolling stock which are at present imported ; and

(b) Suggesting ways and means of expanding the existing plants and of setting up new industries in India for

production of items of railway equipment which cannot at present be manufactured with the existing resources.

MORE RAIL WAGONS TO BE IMPORTED

The Government of India have decided to import 20,000 more wagons—half of them Broad Gauge—to meet the immediate requirements of rolling stock.

Efforts are also being made in the meantime to offset, as far as possible, the present shortage of wagons felt during heavy seasons. In this regard an efficiency bureau set up in the Railway Board, with high-level technical experts, has been making spot studies of problems and suggesting steps to be taken.

The Railway Ministry propose to reduce overcrowding in third classes and increase the comforts and conveniences of passengers to a standard which those travelling by inter class are having.

In order to reduce overcrowding a plan is being drawn up to introduce rail cars on the busy sections. This will cater mostly to the needs of the local traffic and help to relieve trains carrying long distance passengers from being crowded out by short-distance passengers.

While new facilities are being provided costing railways large sums of money, the desirability of introducing a special programme of social education at stations as well as in running trains, in order that the public may obtain from railway staff as much friendly assistance as possible, and that they make proper use of the facilities offered to them is felt by the Railway Board.

The question of rates and fares is also engaging the attention of the Railway Ministry and certain important aspects relating thereto are under consideration of the Railway Board. The Board is likely to discuss this subject with the interests concerned before reaching a final decision.

RAILWAY CONVENTION

The convention governing Railway Finance and the general finance was placed on a new basis from 1950-51. The convention was approved by Parliament for a period of five years only, expiring at the end of the current financial year. The achievements of the convention from the point of view of general finance are as follows : For the five years ending 1954-55 the Railways would be paying dividends totalling Rs. 170 crores to general finance. A sum of Rs. 169 crores has been appropriated to the depreciation fund, while Rs. 43 crores and Rs. 29 crores have been transferred respectively to the development fund and the revenue reserve fund. The railway funds with general finance have during these years varied from Rs. 150 crores to Rs. 180 crores.

The revision of the convention is now engaging the attention of a Parliamentary Committee.

PADMA BHUSHAN AWARD TO SRI F. C. BADHWAR

Sri F. C. Badhwar, till recently Chairman, Railway Board, has been awarded the title of 'Padma Bhushan' by our President, Dr. Rajendra Prasad on the occasion of the Republic Day Awards.

Born in September 1900, Sri Badhwar, was educated in public schools in India and at Cambridge.

After varied experience on ships, docks, bridges, canals and railways in Europe and America, he was posted to the East Indian Railway in 1925, and commissioned into the Corps of Indian Engineers in September 1941, commanding a Technical Training Group until December 1943.

He was appointed Secretary, Railway Board in April 1944, and General Manager of the O. T. Railway in January 1947. In November 1952 he was granted the honorary rank of Lt.-Col. in the Territorial Army. He was an eminent Railway Engineer.



N. 237-MRT/55
MINISTER FOR
TRANSPORT & RAILWAYS
INDIA

New Delhi,
9th February, 1955.

Dear Shri Joseph,

The arrangements made by the Southern Railway for dealing with the considerable traffic connected with the Congress Session at Avadi were highly satisfactory and appreciated by one and all. I wish to convey to you my own personal appreciation of these excellent arrangements and of the helpful attitude of officers and staff in charge of this work. I am sure most of them had to put in extra hours of work which they most willingly performed. Will you please convey to all concerned my thanks and accept them yourself?

Yours sincerely,

Lal Bahadur

(Lal Bahadur)

Shri T.A. Joseph,
General Manager,
Southern Railway,
Madras.

"Well done, Southern Railway" says the Railway Minister in this personal letter to our General Manager

MODERNISATION OF RAILWAYS IN BRITAIN

The Transport Commission in Britain has published its Railway modernisation plan. It virtually means that the age of steam, of the Iron Horse, of the Puffing Billy is virtually over : no more passenger steam locomotives will be built after next year. Diesel and electric locomotives will take their place.

The Commission regard diesel traction as a half-way house to electrification. They suggest that the end of the steam era is at hand because of growing shortage of large coal suitable for locomotives, the insistent demand for reduction of air pollution, for greater cleanliness in tracks and stations and the need for better acceleration. Moreover, it is difficult for people to do the hard manual labour steam locomotives demand and anyway it is a wasteful use of labour resources. A third of the grand total of £1,200 million which the Transport Commission proposes to spend on modernisation will be financed by funds raised by the railway system. Some £800 million will have to be borrowed by issues of British Transport stock to the public. If this claim on the capital market is spread over 15 years, it will be an average of 55 million pounds—not much more than twice as much as the railways would have to borrow even if there was no modernisation plan. In fact, almost half of the £1,200 million of the plan would have to be spent just to keep the railways running. The cost of modernisation and re-equipment is put at something like £600 million only.

The improvements, it is explained, would yield a financial return of about 85 million pounds a year. This will be achieved mainly by lowering the cost per unit of 'out-put', by attracting more passenger and freight traffic through better service and thirdly by closing down a great number of branch lines which are losing heavily. The estimated financial improvement is counted of course after allowing for the

interest charge on capital to be borrowed.

Meanwhile, it is confirmed in London today that the two major Railway systems in Canada are now well embarked on a full-scale plan for conversion from steam to diesel power that began shortly after war. The Canadian Pacific Railway and the Canadian National Railway each have now in operation more than 500 diesel electric locomotives. According to the President of the C.P.R. the capital expenditure of 70 million dollars on diesel equipment since the war has already produced a saving in operating costs of some 12 million dollars per annum. Similar savings have been reported by the Canadian National System.

Spokesmen for both the Canadian Railways emphasise that diesel power is the only effective answer to the rising cost of labour. A Canadian authority stated recently that in 1946 the number of diesel engines on Canadian lines was less than one per cent of the total ; today more than 20 per cent of locomotives are diesel and electric.

Canadian experience can be summed up in the statement by a C.P.R. official who said, "The total traffic volume on lines exceeded that of a generation ago by 50 per cent, yet this was accomplished with reduction in man hours of almost 10 per cent". 'Loco graveyards', full of abandoned steam engines are familiar sights now on the outskirts of many large Canadian as well as American cities.

EXHIBITION ON FIVE-YEAR PLAN AT MILAN WORLD FAIR

An Exhibition on the progress of India's Five-Year Plan will be organized at the Milan Samples Fair to be held in April this year.

Milan, the historic city in North Italy, has been holding this fair regularly for the last thirty years. It is the biggest fair of its kind in Europe and one of the most important in the world. Milan will be the second

foreign venue for a large scale exhibition on India's Five-Year Plan. The first venue was Lausanne in Switzerland. The occasion was the Comptoir Suisse National D'Automne, organised during last autumn.

The Government of India is planning the exhibition at Milan on a bigger scale than at Lausanne, for participation in the Lausanne exhibition revealed the great possibilities of building up international contacts for India's expanding economy.

The Lausanne exhibition brought forth a generous response from the foreign press and the public. The 'Tribune de Geneve' wrote : "The remarkable Indian Pavilion is by far the most elegant, best designed and certainly the richest of all foreign pavilions seen up to now in Lausanne." The 'Neue Zuercher Zeitung' described the pavilion as "the jewel of this year's Comptoir Suisse" and added : "The great Asian republic has left her visiting card at the Lausanne exhibition, undoubtedly winning new friends and awakening great understanding for her culture and economy."

RAILWAY GENERAL MANAGERS' CONFERENCE

The meeting of the General Managers of the various Railway Administrations, which opened in New Delhi on February, 5, under the Chairmanship of Sri G. Pande, Chairman of the Railway Board, ended on February 8, after a three-day session. Sri Lal Bahadur Shastri, Minister for Railways and Transport, and Sri O. V. Alagesan, Deputy Minister for Railways and Transport, were present during a part of the discussion.

An important subject discussed at the meeting was the planning of development of the Indian Railways. It was felt that on each Railway separate units should be set up to deal with the matter. A Planning Unit has already been set up in the Railway Board's Office.

The requirements of officers and technical staff for construction projects,

their recruitment and training also came up for discussion. It was suggested that in addition to training facilities in Railway establishments, avenues of training capacity in other institutions should be tapped where theoretical training to future Railway officials should be given. This should be followed up with practical training on the Railways.

The meeting also considered the feasibility of extending the service of superannuated Railway employees and of re-employing retired Railway employees, wherever the need for trained men was pressing.

The meeting devoted considerable time to a discussion of ways and means for improving the operative efficiency. Several suggestions were made to secure more intensive usage of rolling stock. In this connection, the problems connected with the maintenance and the increased facilities required in workshops and sheds for dealing with the existing stock and the additional stock to be acquired were discussed.

The meeting also devoted considerable time to a discussion of ways and means of providing increased passenger amenities. Special attention was paid to the question of maintaining the cleanliness of trains, station premises, waiting halls, waiting rooms, supply of drinking water, etc.

The heads of various Railway administrations drew pointed attention to the bottlenecks experienced in construction of open lines and other projects as a result of shortage of materials. Remedies were also discussed to overcome delays experienced in the procurement of stores.

The meeting also discussed certain financial matters. Officers of the Railway Board drew attention to the delays which were at present occurring in the submission of statistical data by the various Railway administrations. They were requested to improve their organisations so that data reached the Board's Office with the minimum time lag.

HOURS OF EMPLOYMENT REGULATIONS ON RAILWAYS

Over 5.38 lakh railway employees, excluding 93,700 casual labour engaged by some of the railways, were entitled to the protection of the Hours of Employment Regulations during 1953-54, according to the Annual Report of the Chief Labour Commissioner on the working of the Regulations. This figure does not include the number of employees of the North-Eastern and Southern Railways covered by the Regulations.

The Railway Servants Hours of Employment Rules framed in 1931 by the Central Government were revised in 1951 to regulate the hours of work of different categories of workers, and to prescribe for them compulsory rest periods. These also aimed at securing for them overtime wages when they were required to work extra hours and compensatory rest in cases of emergencies when they were obliged to forego periodic rest.

The employees under the regulations were classified into four categories according to the volume, degree of intensity and the nature of their work. The categories being intensive, essentially intermittent, excluded and continuous.

A comparison of the figures under these categories with the previous year shows that there was no change in the percentage of 'intensive' employees. The rise or fall in the percentage of other categories of employees also does not indicate any marked change.

The classification of railway servants is given special attention by the officers of the Industrial Relations Machinery. The number of cases referred to for reclassification or for appointment of additional staff during the period under review was 168 and 47 respectively. Of these 21 cases for reclassification and 9 cases for additional staff were accepted and 30 and 3 cases respectively were contested.

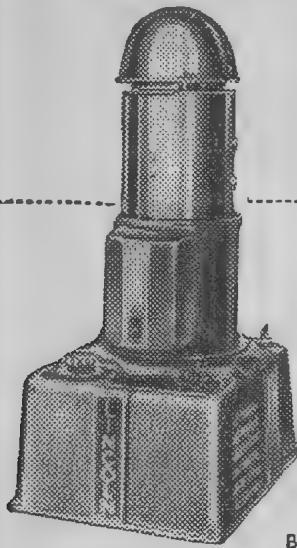
Cases of incorrect or doubtful classification of staff reported by the inspecting officers are scrutinized by the Regional Labour Commissioners and are taken up with the General Managers of Railways concerned for consideration and necessary action. Similarly, where the staff are deprived of benefits of the Regulations for want of adequate number of employees, the matter is referred to the Railway administration by the Regional Labour Commissioners.

AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

The attention of staff is invited to the functioning of a "Standing Screening Committee" (Inventions and Suggestions) at the Headquarters for examining all Suggestions and Inventions received from Railway Staff as well as members of the public.

Any member of the staff desiring to submit his suggestion or invention should sent it to the Secretary, Standing Screening Committee, General Manager's Office, Madras.

Suggestion boxes are also being provided at Workshops, bigger sheds, certain of the important Stations and Offices to facilitate staff in submitting their Suggestions.



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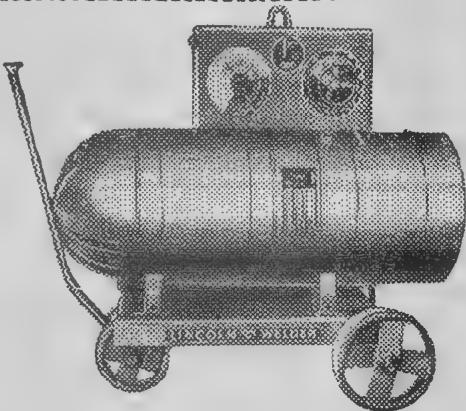
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ALL-INDIA TRANSPORT USERS' CONFERENCE AT BOMBAY

RAILWAY MINISTER'S ADDRESS

A DDRESSING the All-India Transport Users' Conference held at Bombay on February 5, the Union Minister for Railways and Transport, Sri Lal Bahadur Shastri, said that there were ample indications that Government were doing their best to provide all reasonable comforts and amenities to the travelling public. He said that during the next seven years the Railways would spend over Rs.20 crores on the amenities programme and he hoped that by the end of that period the target for the provision of minimum amenities at almost all the stations would have been achieved.

Sri Shastri said that the users of the railways had to be co-operative in the matter of maintenance of the amenities already provided. He said a more helpful attitude, especially in third class, would go far towards better cleanliness of coaches in running trains. The Minister called for a friendly approach and a helpful attitude on the part of the travelling public. Stressing the importance of the human element on both sides, the staff as well as the passengers, he said that he was glad to note a change in railwaymen's attitude towards the passengers and the public.

The following is a summary of Sri Shastri's speech :

"Our Railways are one of the biggest undertakings of the country, which touch the daily lives of perhaps the largest number of people. Their problems of transportation are numerous and of a difficult and complex character. The human problems connected with their working—I refer to the vast number of railway users with diverse requirements and tastes to be satisfied—are no less numerous, difficult and complex. With a total route mileage of 34,406 the Railways

cover the length and breadth of the country and the volume of traffic they carry to serve the needs of our immense population is indeed of astronomical dimensions. I shall quote a few figures which are of special interest in this connection. During 1953-54 Indian Railways carried 1,220 million passengers and 99 million tons of freight. Taking the distances, over which they were moved, Indian Railways did 37,549 million passenger miles and 29,493 million ton miles. To effect this, Indian Railways operated 112 million passenger train miles and 69 million goods train miles during the year.

It can be easily realised what it means to deal with such huge numbers and how important it is to cater to the national requirements of rail transport properly. The responsibility is indeed heavy and Railways have to do a great deal to make up the leeway which exists today on account of our legacies from the past when little concern was shown, at any rate, to the real patrons of the Railways—those who paid the largest revenues.

Public Co-operation

It is indeed encouraging that in this big task imposed on the Railway undertaking non-officials should also come forward to offer their co-operation and play a useful part. I have, therefore, welcomed the formation of Passenger Relief Associations and have in my own way tried to encourage and assist them. It is naturally desirable that there should be central direction in this respect, so that the resources of various sister organizations in the country are pooled in order that they may be able to serve more effectively. These Passenger Relief Associations should sit together and ponder over two or three matters which are essential for proper functioning. They have to decide on

their principal objectives and their organizational set-up at various levels. They must also consider how they should make themselves truly representative bodies and define what their exact functions should be. You will agree that it is essential that your House should be set in order first.

The importance of providing minimum amenities in passenger trains as well as at stations is obvious enough. For the first Plan period each Railway was asked to draw up its programme of amenities and not only have they prepared the schemes, they have also satisfactorily tried to implement them. For the Second Five-Year Plan the Railways will be asked again to draw up their programmes from now on.

The main items to which special attention has been paid are adequate supply of water, better lighting, raised platforms, covering of station platforms, improved station buildings, larger and improved waiting halls and retiring rooms, better catering arrangements, fans in third and inter class compartments, improved design of coaches and provision of sleeping coaches.

Definite Improvement

For supply of water, besides providing water coolers at big stations, special arrangements are made during summer at all other stations and additional staff are also appointed. An experiment has been made on the Northern Railway of carrying water in the train itself for supply to passengers in addition to what is provided at stations themselves. I have also suggested the sinking of wells or tube wells, if possible, at stations where there is dearth of water supply from other sources. The number of coolers will also be gradually increased.

For better lighting, there are general instructions that wherever electricity is available in the adjoining town or area it should be taken for use at Railway Stations.

Improved waiting halls are being built but their design is now being slightly modified so that they are not used as a passage for entering into the station and the platform. A separate

passage for the purpose will henceforth be provided in order to ensure greater privacy to passengers.

Better Third Class Coaches

Improved designs of Third, Inter and Second Class coaches will now be worked to in the future. The widening of seats of Third Class coaches is being considered, as also the provision of blue bulbs for use at night. The feasibility of the construction of more spacious lavatories in Third Class compartments is being examined. Second Class coaches will also have better seats and be fitted with reading lights and shower baths. I have also suggested that a Second Class Coach should be specially designed for short distance passengers at night so as to afford relief to long distance passengers from being disturbed at night as well as save the former the inconvenience they have to put up with at present. The idea is that the coach should have seats in the form of chairs so as to accommodate a larger number of passengers than would be the case if used as a sleeper.

The 'sleeping' coaches provided in the Janata and a few other trains have been greatly appreciated by Third Class travellers. The number of such trains will be gradually increased provided they are sufficiently patronised. I know the top bunk in these coaches is very inconvenient, but I hope passengers will not have to face that inconvenience in the new sleeping coaches. As I have already stated, blue bulbs will be provided as well as a wash basin outside the lavatory. The same arrangements in regard to these two items will be made in the long distance direct bogies attached to fast trains.

Early steps are being taken to improve catering arrangements on the Railways. The rates have been lowered and a standard menu has been fixed. But I am thinking of the other steps which need be taken to improve upon the present standards. I am particularly keen that cleanliness and wholesomeness are ensured in the food supplied by vendors, that is other than from dining cars or refreshment rooms.

I hope to have necessary measures taken in this direction very early.

Remodelling of Stations

The work of remodelling of stations, and raising and covering of platforms is proceeding according to the programme chalked out by different Railways. Similarly, fans in Third and Inter classes are being installed rapidly. 35,500 fans have already been installed by June 30, 1954.

During the next seven years we would be spending over Rs. 20 crores on the amenities programme and I hope that by the end of that period we shall have achieved our target in so far as the provision of minimum amenities is concerned at almost all the stations.

I trust it will be appreciated that these works have to be carried out according to a scheduled programme and the time lag involved should not make us impatient. Every effort will, of course, be made to execute the works speedily. We should not perhaps also forget the fact that some of these amenities may lose their urgency and importance when the frequency of train services has increased or when important lines have been electrified. It is with a view to making sure that proper attention is accorded to this programme that we appointed senior officers on all the Railways with the rank of Deputy General Managers to deal with matters relating to passenger amenities. From what I have so far seen, these officers have already begun to make a useful contribution in their field of work.

Users' Responsibilities

An equally important point for consideration is the proper maintenance of the amenities that are provided. The station staff have, no doubt, to see to it that cleanliness is preserved, that the surroundings are not made dirty, that the floor is not damaged and that the service regarding supply of water, food, etc., is up to the standard laid down. But the users of the Railways have to be specially and equally cooperative in this matter. Unless they respond, the efforts of the staff alone

will not succeed. In waiting halls, water is spilt in all places, even where there are basins and taps available; there is spitting and waste matter thrown wherever the passengers sit. Taps are left open, the lights and fans are not switched off and the flush is not used.

These are some of the things about which users themselves have to pay attention. It is even more annoying to see outsiders, who are not travelling passengers, using the halls and the bath rooms, etc., and making them dirty. Similarly, in the matter of dealing with begging and unauthorized hawking, cooperation from the passengers themselves should be available if the Railway staff so want it from them. A more helpful attitude specially in Third Class will go far towards better cleanliness of coaches in running trains. The Station Master who will, no doubt, keep an eye on these things, is also now being encouraged to make the stations and their surroundings more pleasant and attractive. I have seen some small stations, where, without much expenditure, the stations have been made to look green, neat and beautiful.

Over-crowding has gone down very much but wherever it exists, steps are constantly being taken to reduce or end it. As many as 787 new trains have been introduced and extended during the last three years. In this connection, I would make an appeal to all intending passengers, that is, they should travel light as far as possible and should not clutter up compartments with their heavy luggage pieces. I am sure your Association can effectively influence public opinion in this matter as well.

Human Element

I have talked about our programme of work and the amount we propose to spend on it, but as I said before, the important factor is the human element on both sides, the staff on the one side and the passengers or the users of the Railways on the other.

I know the Railwaymen have to bear a heavy brunt in this respect and

I am glad to note a change in their attitude towards the passengers and the public. They are working with a new zest and trying to create a changed environment. On many occasions they have had to put up with indignities without retaliation and have quietly performed their duties. I am happy to hear of some cases in which the staff were extremely helpful and while they alone should have been the rightful recipients of compliments and bouquets, I am glad I also came in for a share of these with them.

Railwaymen have ample opportunities to serve the public. It is so pleasing to one's soul to render assistance to others who need it; in fact, it raises one in one's own estimation. Material gains one cannot and should not ordinarily deny to oneself, but there is something else over and above these. It will be our greatest misfortune if we do not look beyond our own interest and perform our duty in a true spirit of service.

Your Association can play an important part in moulding public opinion. You can indeed help to encourage the sense of confidence amongst the staff for doing the right things. If there is a complaint it should certainly be recorded or referred to the higher authorities, but the public should take care that the prestige and dignity of the worker are not injured or impaired in any way. Politeness and courtesy should not be regarded as weakness and there should be no exhibition of brow-beating on the part of any individual, group or party.

Educating Public Opinion

May I also point out the fact that you can do much to educate public opinion in the matter of preventing thefts and losses we sustain of Railway property in running trains or in vehicles when stabled. The loss to the Railways is a loss to the general public as it is their own undertaking. For example, on the Eastern Railway this has assumed serious proportions, and it is, therefore, urgent that besides what the Police and the Watch and Ward may do to stop it, the public should also be educated to take a serious view of the matter and help in creating a strong public opinion against such anti-social practices.

Conditions have now changed considerably since the advent of freedom. It would be a mistake to consider that those who are in the Government service do not realise the significance of this tremendous change. Non-official bodies should not, therefore, be always critical of them. What is required is a friendly approach and a helpful attitude—which in general terms can be said to be a non-violent approach. If your members and workers try to work in the spirit of bossing over others or as supervising their work they will fail in their noble mission. I want you to develop a constructive approach in a helpful and cooperative manner. Trust begets trust and I am sure you and the Railways will get on well in the larger interests of the people as well as of the Administration."

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OVERSEAS NEWS LETTER

WORLD OF RAILWAYS

ARTHUR L. STEAD

• Our London Correspondent

THE whole world of railways is talking of the ambitious new modernisation plan which shortly will transform the British railway scene. Here is a betterment scheme on a scale rarely ever previously attempted in any corner of the globe—a scheme devised by the oldest established railway undertaking in the world to bring it bang up-to-date and capable of handing out streamlined service to the million.

Readers of 'SOUTHRAILNEWS' will be aware that British Railways for some time have been in process of reorganization. Nationalization of Britain's transport after World War II has proved disappointing in many respects, the plan then brought into effect being far too rigid for local conditions. Replacing the rigid nationalization plan, there is now being developed a more elastic scheme, giving the six regional systems of British Railways vastly increased freedom from central control, with healthy rivalry encouraged as between one system and another and between rail and road.

Estimated to cost something like £1,200,000,000, Britain's 'new look' railway scheme is part and parcel of the reorganization effort. The plan covers a period of fifteen years, with

the major betterments fully under way within five years. An outstanding feature is the decision to cease building steam locomotives altogether after next year, this move definitely marking the end of the steam age on Britain's railways. To replace the worn-out 'Iron Horse', there are to be fleets of diesel and electric locomotives providing rapid and clean travel throughout the land.

Modernization of British Railways falls under five heads. The first concerns way and works, signalling and telecommunications; the second covers motive power; the third embraces passenger equipment and operation; the fourth relates to freight equipment and working; and the fifth provides for miscellaneous improvements at the seaports, employee welfare, office mechanisation, etc.

It is estimated that tremendous economic betterment will accrue from the plan, the figure of at least £85,000,000 a year being officially named as the likely return on the expenditure. There will, in addition, be many benefits which cannot be definitely priced, but which in the long run will exercise a powerful influence upon financial results. These include public goodwill following better services, and the tonic effect upon employees of working for



Up-to-date signalling on the North Eastern Region of British Railways.

The new central signal box at York.

a go-ahead organization with thoroughly modern and efficient apparatus.

One has heard much talk of late of the coming replacement of railways by other means of movement. However, British experts are full of optimism for the future of railways, provided they are well-equipped and well-managed. The view of British Railways is that the remarkable growth in the volume of personal travel during the past few decades seems likely to continue, giving an expanding market for travel. Despite air and road competition, there remains a large pool of movement in which railways will take a growing share, once the quality and cost of the services are transformed.

In the goods department, the available forecasts of industrial development in Britain (as in India) seem to show that the total demand for transport will continue to increase. The extent to which the railways will be able to share in this demand will depend upon their ability to provide improved service at lower cost, but the possibili-

ties in this direction are great, and it is felt that a rich reward will be reaped through re-equipment and remodelling of freight services.

The 20,000 route miles (52,000 track miles) of British Railways rank among the greatest of national assets. Although the main trunk lines were constructed over a century ago, their engineering standards are still among the best in the world, the routes being well-planned in relation to traffic flows and in this respect still meeting twentieth century needs. Nevertheless, the British rail network badly needs improving, and under the modernisation plan £210 000,000 is allocated to the track and its associated works such as bridges and tunnels, and to signalling and telecommunications.

In the near future, there will be undertaken by British Railways a vast new programme of bridge renewals. Next will come realignment of curves, junction remodellings, and improved track facilities at stations, so that train movement may be accelerated and

main-line speeds of at least 100 m.p.h. achieved. New and additional lines will be constructed where desirable, and flyover junctions, etc. provided to give greater line capacity and improved operation.

There will be great activity in the Signal and Telecommunications branch of British Railways under the new modernization plan. Semaphore signals will be largely replaced by colour-lights, in many cases automatic in operation. There will be a big extension of track circuiting with a speeding-up in the process of replacing mechanically operated points and signals by power operation.

Centralised traffic control—as utilised extensively in the U.S.A., France, and elsewhere—is to be introduced on suitable sections of British Railways, making possible the operation from a central control of all points and signals over a considerable route-mileage of line. Automatic train control—as present mainly confined to the Western Region—is also to be extended to other

regions under the re-equipment plan, while the existing telegraph and telephone systems are to be modernised.

For some years, it has been apparent that the steam engine was nearing the close of its useful life. Now, the end of the 'Iron Horse' is approaching. Many factors have contributed to the decline of steam. These include, in Britain, the growing shortage of large coal suitable for locomotive firing; the insistent demand for a reduction in air pollution by engines and for greater cleanliness in trains and stations; and the need for better acceleration. Steam locomotives, too, involve hard manual labour for firing, cleaning and servicing, and this work is becoming more and more unattractive and is wasteful of labour resources.

Electrification and dieselisation will replace steam traction in Britain. It is the intention to electrify two major trunk routes and one of lesser traffic density, under the modernisation schemes. The two main lines are those between King's Cross Station, London,

Six-car electric train on Manchester suburban electrification, London Midland Region of British Railways.



and Leeds ; and Euston Station, London, and Manchester and Liverpool. The subsidiary main-line plan will consist of the extension of existing electrifications from Liverpool Street Station, London to Ipswich. There will also be big extensions to the Southern Region electric lines and new suburban electrifications in the Glasgow area.

Diesel-hauled trains will replace steam services on busy British main-lines where heavy initial electrification costs cannot be justified. By the end of the period covered by the modernisation plan, it is estimated that there will be about 2,500 main-line diesel locomotives in traffic. On other routes, diesel multiple-unit trains will operate, giving fast city-to-city services, covering secondary and cross-country routes, and providing rapid branch-line service.

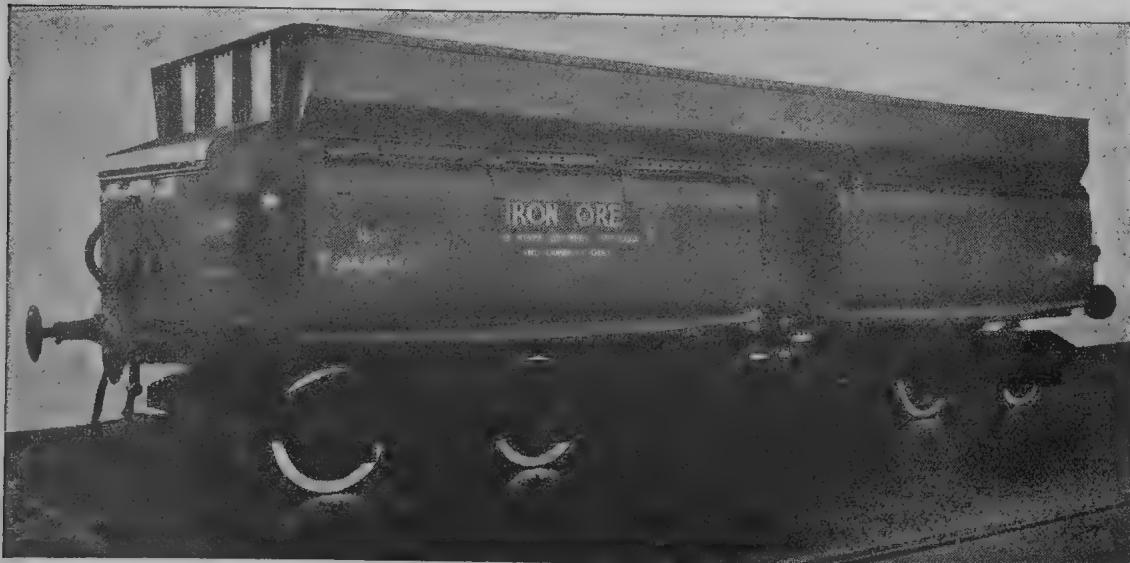
Modernisation of passenger equipment and operation in Britain has for long been overdue. The new "streamlining" plan provides for the reconstruction of many major stations and the improvement of approaches, as well as the betterment of parcels offices and parcels handling methods.

Altogether, British Railways own 42,000 passenger-carrying vehicles, and the plan provides for important changes in both the total number and types of passenger carriage. New stock will be introduced as electrification and dieselisation proceed, and a feature will be the disappearance of the antiquated non-corridor compartment carriage from all but a limited number of electric suburban services where its high seating capacity and ability to load and unload rapidly are valuable assets. Over the period of the modernisation plan, British Railways will build about 31,000 new passenger carriages.

Much of the revenue of British Railways is derived from goods traffic. Under the modernisation scheme, over 250,000 new and larger goods wagons are to be acquired ; continuous brakes are to be fitted to all wagons ; and goods stations and marshalling yards re-sited and rebuilt and equipped with up-to-date apparatus.

As readers will know, British Railways have been leaders in employee welfare, and the modernisation plan will carry on this good work, it being recognised that

A modern 56-ton iron ore wagon employed on the North Eastern Region of British Railways.



accommodation standards and working amenities have a powerful influence on the quality of work turned out and in encouraging staff recruitment.

Actually, it seems likely that, as time goes on, there will be a marked reduction in the number of men and women employed by British Railways, the total staff perhaps being cut from the present 593,000 to somewhere around 400,000. There has undoubtedly been over-staffing in the past, an example of wastage being the unduly large number of passenger platform

porters employed, these men spending much of their time idle between trains. Valuable economies in staff also will be effected as more and more unremunerative branch-lines are closed.

The ambitious modernisation plan of British Railways will be followed closely by railways and railway folks everywhere. My Southern Railway friends will certainly wish their British colleagues the 'best of luck' as they tackle the problems of the new streamlined era.

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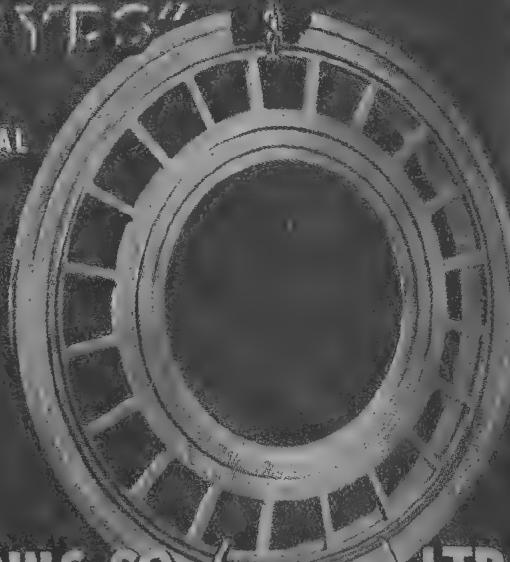
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THE RAILWAY SERVICE COMMISSION, MADRAS

THE Railway Service Commission was established at Madras early in December 1953 under the chairmanship of Mr. D. R. Carmody, with Sri K. Kodandapani Pillai as Member. Sri M. P. K. Menon is the Secretary. The Chairman is a retired Officer of the Railways while Sri Pillai is an ex-officer of the Madras State Service. Sri Menon is from the Secretariat Establishment of the Railway Board. The Commission's office consists of 25 Assistants including supervisory staff.

The Commission is a separate administrative unit directly under the Government of India in the Railway Ministry and is not part of the Southern Railway Administration. Madras had a Railway Service Commission from 1947 to 1950 when for reasons of economy it was abolished and its functions were absorbed by the Central Railway Service Commission, for all Railways, at Bombay. After a lapse of about four years the Government of India revived the Madras Commission and it has taken over from the Commission of Bombay all recruitment work in respect of Class III staff for the Southern Railway and also for the Secunderabad Division of the Central Railway. The Region over which the Commission has responsibility for recruitment is therefore the entire peninsula of India falling to the South of a line connecting Poona on the West with Waltair on the East, but extends a little to the North of this line in the centre to include the whole of the unit which was formerly the Nizam's Railway. The Commission's jurisdiction descends from there to the southernmost parts of the country, served by the Southern Railway in which are integrated the three systems formerly named the Madras and Southern Mahratta, the

South Indian and the Mysore Railways. The total mileage of the Southern Railway, like that of the other zonal systems, is about 6,000 miles and adding the 1,200 miles of the Secunderabad Division the mileage served by this Commission is about 7,200. The Commission is also responsible for the recruitment of staff for the newly established Integral Coach Factory at Perambur, which is also not a part of the Southern Railway.

The number of Class III staff employed on the units described above is over 60,000 and the Commission has to recruit all categories of staff for replacements to fill wastage in this large body and also to fill new posts. At a rough estimate the wastage figure may be put at about 3,000 per annum, although during the first year the actual recruitment by the Commission has been at a swifter pace.

The Class III recruitment for the other five zonal Railway systems is in the hands of similar Railway Service Commissions at Calcutta, Bombay and Allahabad.

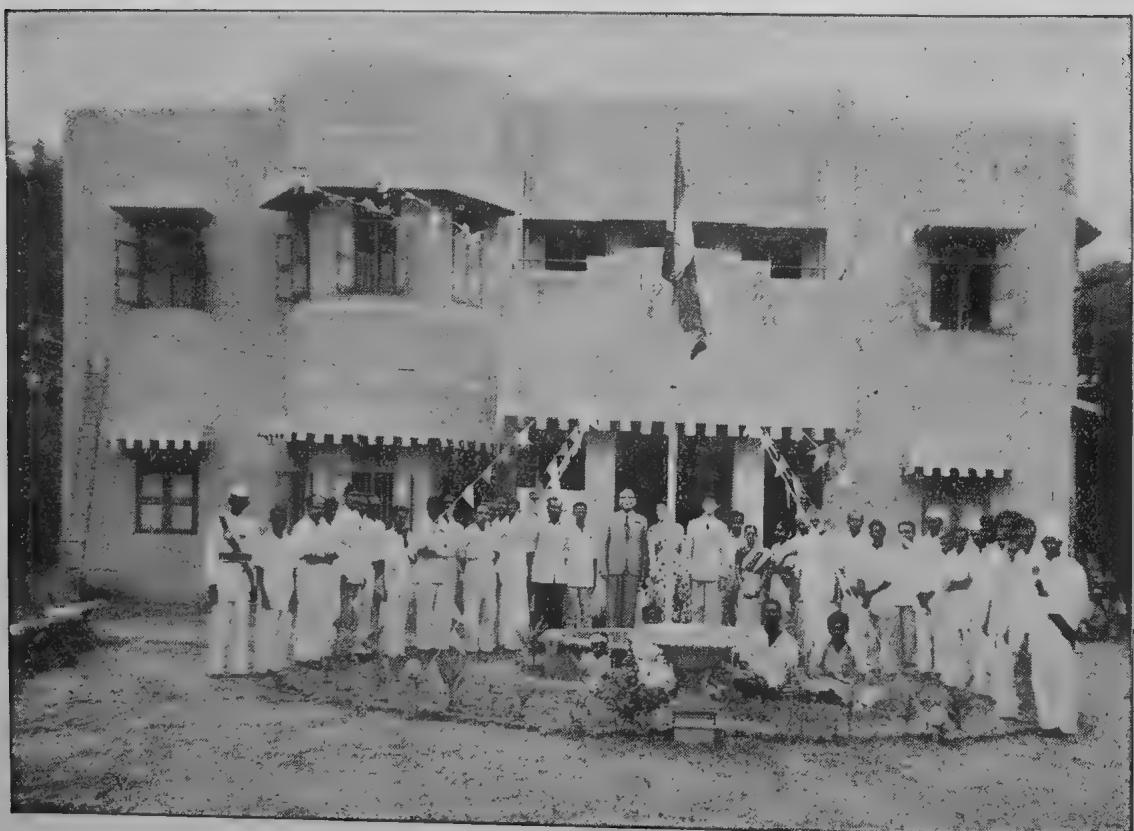
The system of recruitment is by open competition. All vacancies are advertised widely in the regions from which candidates are to be drawn while for technical categories and all posts whose scale of pay rises to Rs. 300 p.m. and over such as the following advertisement is done on an all-India basis :

Category	Scale Rs.
Chief Draftsman	360—500
Head Draftsman	260—350
Draftsman	200—300
Foreman	360—500
Foreman	300—400
Chargeman	200—300
Asst. Surgeon, Grade I	260—500
Asst. Surgeon, Grade II	100—300
Court Inspector	200—300

In order that candidates for the non-technical categories may be drawn as far as possible for service in the regions to which they belong, the Southern Railway is regarded in three regions, (1) North East, (2) North West and (3) South. The Secunderabad Division forms a separate or fourth region for this purpose. Advertisements for candidates in the non-technical categories are published in the newspapers circulating in these four regions. The regional breakdown of the total number of vacancies is given in the advertisements, which go out to some 15 newspapers covering between them the entire peninsula from such centres as Madras, Bezwada, Secunderabad, Poonamallee, Hubli, Guntakal, Bangalore, Trichinopoly, Madura, Calicut, etc.

The number of candidates for each of the many categories generally exceeds the requirements several times over, sometimes by as much as a hundred times. It would be quite impossible for any recruiting body to call all this excessive number of candidates. In accordance with rules the Commission therefore makes a preliminary selection of the applications and pick up about four to five times the number that is required ultimately. The Commission will thus call some fifteen thousand candidates in the course of a full year for examination or interview, and in some cases both, but in order to do so they will have to scrutinize about 1½ lakhs of applications which is the estimated total to be received.

*Celebration of Republic Day by the officers and staff of the Service Commission.
The chairman in a speech impressed on them the significance of the occasion.*



The non-technical and popular posts embrace most of the other categories not mentioned in the foregoing list, the principal among them being : Office Clerks, Travelling Ticket Collectors, Ticket Collectors, Pro. Junior Clerks (Commercial), Train Clerks, Guards and Firemen.

From the 1st April to 31st December 1954, 22 Employment Notices were published inviting applications for some 64 categories of posts. The number of applications received in response was nearly 1½ lakhs. After scrutiny of these, over eleven thousand candidates were selected in the preliminary stage and called for examination and/or interview. The longest period elapsing between the closing dates for receipt of applications and the announcement of the final selections was 12 weeks, except for the large popular categories of Office Clerks, Travelling Ticket Collectors, Ticket Collectors, Probationary Junior Clerks and Train Clerks. For these categories which were advertised in June about one lakh and ten thousand applications had to be dealt with. The selection of candidates in these categories to be called for examination (and/or interview) numbering about 8,500, was completed by the end of September 1954, the actual examinations/interviews being spread out over the next six months. The final selections will be completed by March 1955, but about 1,600 who were selected as suitable were recommended to the administration concerned by 31-12-1954 for appointments.

In making recruitment the necessity has to be borne in mind from the first stage to the last of giving the prescribed share of appointments to Scheduled Caste, Scheduled Tribe and Anglo-Indian candidates. The number of suitable Scheduled Tribe as well as Anglo-Indian candidates has generally been too few to fill their quotas. Contrary to popular belief no preference is given to Railway servants' sons or relatives although this was a firm practice in former times.

Opinions are divided as to whether the discontinuance of the age old practice is in the best interests of the Railway Administration but nevertheless the Constitution of India seems to prohibit any preference being shown (except that given to certain minorities) and so railway servants' sons have to stand on their merits and cannot expect preference. Since Railwaymen have to accept the Law as it is, they should, instead of bemoaning the lost privileges, face the new position with courage and if they desire that their sons should enter railway service, equip them adequately so that they may win their appointments on their merits, by fair competition. After all there is no law (as yet !) which prevents a railway servant from bringing up his son in the railway tradition and with an awareness of railway matters, and imparting to him the best of his own railway 'know-how' and then sending him to the Commission, with the confidence born of knowledge.

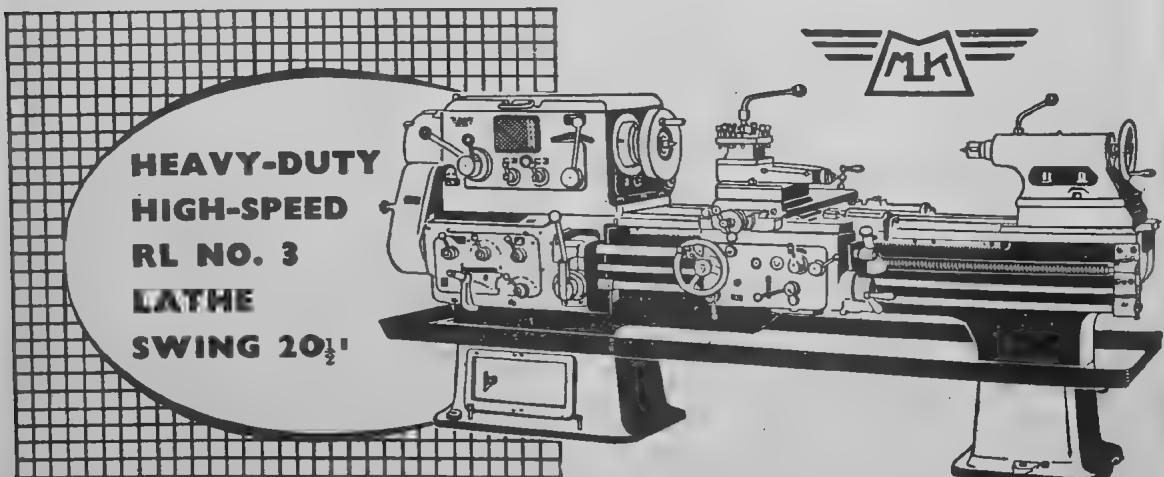
The results of the Commission's selections are made known with the least possible delay, the successful candidates being informed by notification at the stations where application forms are sold.

It is easy to quote figures and those given above in respect of the number of applications handled and the number of selected candidates supplied to the railway give some idea of the dimensions of the Commission's task but that is by no means the entire story. The railways are a day and night service and there is no respite in their activity day in and day out or from one year's end to the next. Any appreciable failure in the supply of necessary personnel means a disturbance of the continuous process, with adverse reactions in several successive and progressive ways, the sum total of which is inefficiency. The scope for doubling up work when personnel is short is very limited and the working of long hours by any individual is frowned upon by the administration and

is indeed illegal except within very narrow prescribed limits. The Commission must therefore ensure that the required candidates are given by the dates stipulated by the administration, and that the quality of the new recruits is of a sufficiently high standard. The swing over to education through a vernacular language is already having its effect on the Railways, where all the work is at present conducted in the common official language of the past. To be quite fair to the applicants however it must be said that there are still enough candidates, to fill all the vacancies, whose knowledge of the common language is fairly good.

Apart from the specific language aspect also there are enough well-educated and able-bodied boys who can be confidently expected to turn into good railwaymen. The Commission's task is to find these few out of the vast

numbers that apply, and it cannot be content with telling the administration that the standard of education has fallen and that they must consequently do with a poor quality. There are of course occasions when, for some technical and special categories, the Commission may find it difficult to get persons of the requisite knowledge or experience. When that happens the Commission would rather leave the vacancies unfilled than select poor material on the score that it is the best offering. The Commission has also endeavoured to adjust its machinery in such a way as to make it as difficult as possible for any individual or group to contrive to secure special privilege, thus ensuring that equal opportunity of selection is afforded to everyone, even though relatively few of the vast numbers who apply can be chosen.



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TRAVEL NEWS

EXCAVATIONS IN SAURASHTRA

WAS the Harappa culture trampled out of existence from the Indus valley by some marauding human agency or did it languish and die a natural death? This question has been posed by the recent excavations at Rangpur (Saurashtra) conducted during the last two years.

Till now, it has been generally believed that the Harappa culture, going back to 2,500 to 1,500 B.C. suddenly fell before the onslaught of the invading Aryans. But the potteries found at Rangpur, it is now claimed, reveal that the culture gradually decayed and was ultimately superseded and succeeded by a new one.

The potteries found in the upper layers are different from potteries of the Harappa culture found in the lower layers at Rangpur. There is a significant overlapping in the layers of potteries suggesting that the Harappa culture was slowly languishing, giving place to a new one.

The finds at Rangpur represent the southern extension of the Harappa culture in Saurashtra. Incidentally, there was a controversy about the identity of the pottery found at Rangpur with that of the Harappa culture and consequently its antiquity was doubted in some quarters. The archaeologists now claim that the identity of the pottery has not only

been established but even remnants of a different and posterior culture have also been found.

These prolonged and comprehensive excavations at Rangpur, which have attracted the attention of archaeologists and historians since 1935, have also set at rest the controversy that the Mohenjo-Daro and Harappa culture was confined only to Sind, Punjab and Baluchistan.

Rangpur is not the only site where definite evidence of the extension of the Harappa culture to the south has been found. Further explorations conducted recently in the western district of Halar in Saurashtra have brought to light a number of other sites containing the relics of the Harappa culture, making it clear that the culture had extended to almost the whole peninsula of Saurashtra.

Rangpur seems to have been first inhabited by people of the microlithic age. The site then remained deserted for an interval. It was next inhabited by people of the Harappa culture. This culture continued to flourish here for a pretty long time until it underwent a gradual decline and was superseded and succeeded by a different type of culture, characterised by a different type of pottery at the place.

(Continued on page 39)

SOUTHERN RAILWAY

TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed LUMPSUM-CUM-PERCENTAGE SCHEDULE TENDERS to reach him not later than 15 Hrs. on Tuesday the 22nd March, 1955 for the work "Construction of Quarters" at the following stations in Belgaum District.

District	Station	Type	No. of Units	App. Cost	Earnest money
Belgaum	Ghorpuri	I	9	Rs. 25,700	Rs. 1,285
	"	II	5	27,500	1,375
	Belgaum	II	1	5,500	275
	Koregaon	II	1	5,500	275

2. The tender should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Mysore on production of a receipt for the amount of Rs. 5 (Rupees five only) for each form paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras towards the cost of the form. Extra copies of the form can be had if available, on payment of Rs. 2 (Rupees two only) each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 12 Hrs. on Saturday the 19th March, 1955 only.

4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for the Belgaum District in the printed **Schedule of Rates 1953**, a copy of which can be had from the Office of any District Engineer on the Mysore Region on payment of Rs. 5 (Rupees five only). The quotations shall also be based on the Southern Railway specifications of works a copy of which can be had from the Office of any District Engineer on the Mysore Region on payment of Rs. 3 (Rupees three only), in cash or by Money Order. Copies of the printed Schedule of rates and the Southern Railway Specifications of Works may also be had from the Regional Engineer's Office, Mysore, on production of a receipt for the amounts mentioned above, paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly, or to the Chief Cashier, Southern Railway, Madras.

5. The Earnest Money noted above should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly, or Chief Cashier, Madras not later than 15 Hrs. on Monday the 21st March, 1955 and the receipt submitted along with the Tender. No demand draft, or cheques, etc., should be attached to the tender.

6. Tenderers are required to submit Income-tax Clearance Certificates along with the tender.

7. The tenders will be opened at 11 Hrs. on Wednesday the 23rd March, 1955 at the Office of the Regional Engineer, Mysore.

8. The Regional Engineer, reserves to himself the right to reject any or all the tenders without assigning any reason.

A RAILWAY MISCELLANY

BRITISH TRANSPORT COMMISSION'S NEW RAILWAY CHARGES SCHEME

G. RUNGA RAJU

IT was pointed out in the January issue of SOUTHRAIL-NEWS that the Transport Act 1953 in the United Kingdom is a changeover for the Railways, from a state of virtual monopoly to competitive conditions of working. The Draft of the New Freight Charges Scheme based on this set-up is now under circulation among prominent transport users, before it will be presented by the British Transport Commission to the Transport Tribunal for approval.

The general principles, on which this Draft is framed can only be stated at present, as some modifications are likely to be incorporated after it is presented to the Tribunal and approved by it. As the Draft stands, it is a definite break with the past, throwing the entire bases of charging evolved from over a century, into the melting pot. To us, who are in the habit of seeking inspiration from the pattern of working of British Railways, the emergence of the 'amalgam' after its passage, through the processes of law and logic mill-grinding, before the Tribunal, is of special significance.

The outstanding changes in the draft scheme are both legal and economic. The British Railways are freed from the legal restraints of equality of treatment of their clientèle and undue preference of one against the other. The Railways are required to fix and publish only 'maximum charges', based on the cost of operation and enter into separate agreements with individuals or firms for charging their merchandise, below these 'maximum charges' and what is most significant is that the Transport Commission is not required to publish these rates, arrived by such agreements. Any person can complain to the

Transport Tribunal about an unfair or unreasonable charge, only 'if merchandise cannot reasonably be carried by any other means of transport' under Section 22 of the Act. Prevention of 'undue preference' has been a salutary principle of rate-making, in U. K. as in U. S. A., and incidentally it may be stated, that to our Railway Rates Tribunal, it is one of the two Sections of the Indian Railways Act, under which they exercise their limited jurisdiction. The maximum charges in the Charges Scheme are based on several factors and some of the differentials governing them, as stated by Gilbert J. Ponsonby,—Sir Ernest Cassel Reader in Commerce in the University of London, in his paper presented to one of the local Sections of the Institute of Transport, are as follows :

1. Differences in loading capability,
2. Differences in whether traffic is consigned in large or small capacity wagons,
3. Differences arising from whether there is normally a 'return load' or otherwise,
4. Differences in cost per wagon-mile resulting from whether wagons can be worked in large train loads over long distances and at speed or in contrary circumstances,
5. Differences due to high terminal costs, such as shunting, clerical or other costs, which arise per ton consigned or wagon despatched,
6. Differences between peak and off-peak times and between one direction and another.

In practice, The British Railways have to formulate an administrative

charges system, in addition to the maximum charges system, subject to variations, based on continuous 'costing' research. Whether this system can ensure simplicity in tariff structure and quotation of rates is problematical and in this respect, the present Indian Railway system is the simplest in the world and to that extent nonpareil.

How this charging system on the Indian Railways has been evolved may not be quite relevant in the present context. Suffice it to say, that it is a combination of 'what the traffic can bear' and also 'the cost of operation', the former representing the 'maximum' and the latter the 'minimum', in the present scale of rates and on these principles, the General Classification of Goods is poised. If the differential 3 above, alluding to the availability of return load or otherwise, be applied to the Indian system, Coal, which is now charged at cost or less than the cost of operation has to be charged at least three times higher than at present, in view of train loads of empty-running involved, which will act as a deterrent to industrial regeneration, contemplated under the Five Year Plans. It is necessary however that a close study of the charging systems, from their legal and economic aspects should be taken up by our Lawyers and Economists, for making constructive suggestions to the Ministry of Railways, in consideration of the fact that the stress is on the integration of all forms of transport in this country, while the British Railways have gone back to the raw deal of unrestricted competition, particularly with the road services. The developments in the UK. will serve, hereafter, in this respect more as contrasts and not as patterns for adoption by us. However, the methods of 'traffic costing' which will be evolved in that country will be of considerable interest to us, as our Zonal Railways have yet to make a serious and systematic effort in that direction.

WHITHER STEAM LOCOMOTIVE ?

After a century of progress, the steam locomotive has reached its present state of perfection in design and efficiency and after Independence, we established a State-owned Factory at Chittaranjan, besides encouraging TELCO (Tata Engineering and Locomotive Co.) to build steam locomotives. With improved targets of manufacture, we hope to reach self-sufficiency, before the completion of the Second Five Year Plan or even earlier. But the steam locomotive is getting outmoded. In American Railways, for instance, comprising about 400,000 miles of track, with 19,000 bridges, 59,000 passenger stations and 61,000 freight terminals, having an annual revenue of about \$10 billion, the change-over from steam to diesel power is significant. Out of 2,110 locomotives purchased in 1953, 2,091 were diesel electric units, while only 15 were steam and 4 gas-turbine-electric. The substantial gain from this change-over is stated to be that the rail roads owned only half as many locomotives as they had in 1924, but were performing about thrice the quantum of service. 'Loco Graveyards' with abandoned steam engines are stated to abound near large cities in Canada and U.S.A., while on our Railways, some overaged steam engines will continue to remain in commission, even after the completion of the First Five Year Plan, in spite of our frantic efforts for replenishing the stock by manufacture or import. May be, the diesel engine in America will very soon be outmoded, when locomotives fed by atomic energy come into vogue.

In the United Kingdom, where the steam engine was invented, its exit appears to be imminent. The British Transport Commission envisages that diesel and electric locos will replace it in future, mainly due to shortage of coal suitable for them and for sparing hard manual labour demanded by steam locos. It is said that diesel engine is the greatest cost-cutting tool in railroad business and under the

present competitive conditions of working of British Railways, economy in expenditure of a sizeable nature is tantamount to earning additional revenue.

The developments in diesel engine traction are of significance to the Indian Railways as well, particularly for those far away from collieries, in West Bengal and Bihar, such as the Southern and Western Railways and the supply of oil presents little difficulty now, in view of the Refinery at Trombay, which has gone into production and the proposed installation of another at Vizagapatam. Coal not required by Railways having diesel traction will be available for industrial use and high grade metallurgical coal will be in greater demand, after the inception of the Second Five Year Plan.

WHAT IS IN A NAME?

That the rose smells sweet, by whichever name it is called, indicates philosophical detachment; but in a world dominated by material value, the change in the name of an office may react as cold douche, on the generality of individuals. In the Regional set-up, after the Transport Act 1947 was passed in the United Kingdom, the General Managers of Railways were renamed Chief Regional Officers. Again, after the Act of 1953 was passed, which resulted in the exit of the Railway Executive, they are back again as General Managers. The 'Modern Transport' dated January 1, 1955, in commenting on the change, observes as follows :

"The change in the titles of regional railway officers . . . should do much to restore self-esteem, which received such a severe blow, when the railways were nationalised under Transport Act 1947 . . . The disappearance of the General Manager was in itself a violent break with the British Railway tradition and possibly did more to upset *esprit de corps* than any other step under nationalisation. For some reason management became abhorrent; the position of general manager was degraded to Chief Regional Officer and all the former chief officers became just superintendents

and engineers. All this is now changed under a commendable provision in the Commission's reorganisation scheme . . . Back come the General Managers, Chief Commercial Managers, Chief Operating Superintendents, Chief Civil and Mechanical and Electrical Engineers—and the District Officers become Managers again. We congratulate each upon the restoration of his true status: the break with the illustrious past is restored."

In our country, this break with an illustrious past occurred at the top. After Independence, the Chief Commissioner for Railways was renamed as Chairman of the Railway Board, while the Financial Commissioner retains his title. Now that it has been reorganised, the break with the past may be restored and the nomenclature of Chief Commissioner for Chairman, Commissioners for Members and Deputy Commissioners for Directors sound obviously more dignified. For instance, the Member for Establishment and his Director have under their charge more than 10 lakhs of Officers and men, equivalent to about 100 Divisions in the Army. Verily, Commissioner and Deputy Commissioner (Personnel) will be more colourful and less prosaic.

EXCAVATIONS IN SAURASHTRA

(Continued from page 35)

Widespread excavations conducted by various organisations in Gujarat have also resulted in some new finds of historical interest. During excavations at Akota (representing the ancient city of Ankottaka, near modern Baroda, which was a suburb of that city), a bronze handle has been found. The handle bearing the figure of 'Eros', the great God of Love showed the influence of the Graeco-Roman culture, during the period between 100 and 1000 A.D. The earliest known specimens of coins of Siddhraj Jaisinh were found near Patan in north Gujarat along with two copper plates.

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ATHENS OF THE EAST

T. S. PARTHASARATHY

MANY foreign tourists begin and end their tours at Bombay and believe they have seen India by visiting the Taj and the Mughaloid cities of the North. No doubt, in a moonlight vision of the Taj and in the glistening domes of Delhi they will have realised some of their dreams, but those whose desire is to see India of 2,000 years ago and to feel the enchantment of the past, must come South. No country in the world presents such attractive scenes as South India. The pilgrim towns of South India with their magnificent shrines and temples have a fascination of their own and the story of Indian civilization cannot be appreciated without a tour through South India.

Early History

When first known to history, Madura was the seat of a flourishing kingdom with a well-ordered government and an advanced civilization. It was well-known to the classical writers of Greece and Rome and was called as the "Regio Pandionis". It is believed that a ruler of this kingdom sent an ambassador to the court of King Augustus in B.C. 27. Perhaps no other place in the world has enjoyed such an unbroken succession of famous rulers for such a length of time as Madura. The Pandyan Empire lasted from the eras before Christ until the 17th century A.D. when the Vijayanagar dynasty asserted its sway in the South.

Madura Temple—Bird's eye-view.





The main gopuram and the Golden Lily Tank.

Madura was the seat of the Pandya dynasty which for long had its capital at Korkai at the mouth of the Tamraparni river in the Tinnevelly district. A Sinhalese record mentions the union of a princess of the Pandyan line with a king of Ceylon about six centuries before the Christian era. Megasthenes, an ambassador to the court of Chandragupta Maurya about B.C. 302, mentioned the Pandya kingdom as the 'producer of pearls'. When Greek commercial intercourse with India developed in the early years of the Christian era, the kingdom became better known in the West. The historian Strabo gives an account of the ambassador (mentioned in para above) who was sent to the Emperor Augustus of Rome. The Pandyan empire is also mentioned in the

Periplus which refers to Korkai as "an emporium of the pearl trade".

The Pandyan empire flourished under unbroken succession of powerful and cultured rulers till about the 11th century when it passed under the Chola empire for about 200 years. In the 14th century it received a set-back at the hands of the Moslem invaders from the North who completely razed to the ground the city and its walls and monuments. The invaders were, however, driven back by the Vijayanagar forces who took possession of the country. The Nayak kings, originally vassals of the Vijayanagar empire, ruled in Madura till the end of the 18th century and it passed into the hands of the British in 1792. The temples and palaces now found in the city were

Ornamental stone pillars





The Tirumala Nayak Mahal.

built or added to by the famous Tirumala Nayak and his successors in the Nayak dynasty in the 16th and 17th centuries.

The kings of Madura were not only warriors but were also patrons of art and culture. They were also a great

naval power and it is said that they sent out expeditions to the Malayan Archipelago and Burma and planted the Tamilian civilization in those lands. The great temple of Madura is an eternal monument to their love of art and zeal in religion.

The Minakshi Temple

Though Madura has today lost its political importance, it is still one of the chief centres of art, literature and religion in the South. The magnificent temple which stands in the centre of the city is of cyclopean build with great towers in each of its four faces. The temple is rectangular in shape, two of its sides measuring 720 feet and 729 feet and the other two 834 and 852 feet. It is built of soft grey stone and is surrounded by four high walls in each of which there is a gopuram (large tower). The temple is divided into two parts, the southern dedicated to the Goddess Minakshi and the northern to Her consort, Sundaresvara. The usual entrance to the temple is by the eastern gateway which leads to the temple of the Goddess. On the way leading to the temple is the Golden Lotus Tank which is reputed to possess miraculous curative properties. Passing by the shrine of Minakshi is a gateway

which leads through a corridor to the temple of Sundaresvara. Here are to be seen delicately carved columns representing Siva and Kali in dancing attitude. The thousand-pillared mantapam nearby is said to have been built by a Prime Minister of the Nayak dynasty. Describing this temple Fergusson says "The temples at Madura and Srirangam are by far the best known and are in fact the two most imposing and massive edifices in the grand manner of the Dravidians. At first sight their prodigiousness almost staggers and stupefies one; even a distant view impresses with gorgeous and elaborate appearance." Like all Dravidian temples the interior is richly ornamented. The pillared halls and colonnades and the beautifully set mounds of columns which support the magnificent approaches are exquisitely wrought.

The lily tank, the hall of a thousand pillars, the famous Ganesa statue and

Stone figures in Madura temple.



the endless facades carved in surprising variety—the whole design of the temple displays an exuberance of fancy, a lavishness and an elaboration of detail found nowhere else.

The Vasanta Mantapam opposite the Minakshi temple commonly known as Tirumala's Choultry took 22 years to build and contains a magnificent hall 333 feet long and 105 feet wide with four ranges of columns almost all elaborately sculptured and adorned. It is said that King Tirumala Nayak built this hall to serve as a summer abode for the presiding deity of the temple.

Festivals

Madura is essentially a city of pageants and some of the most impressive spectacles are to be witnessed here. The best attended festival occurs about the end of April and celebrates the mystic marriage of Lord Sundaresvara and Goddess Minakshi. For nearly two weeks, the streets of Madura will be full of gay crowds in the wake of the temple processions, celebrating the Chitra festival.

The monolithic Ganapati.



It is said that Minakshi was a divine child of a Pandya ruler. It was prophesied that the Princess would marry him at whose sight one of her three breasts would disappear. She was a valorous queen and vanquished every neighbouring ruler who sought her hand. When finally she met Lord Sundaresvara himself in the north-eastern parts of her domains, she loved him at first sight and the marriage was thereupon arranged. An interesting incident during the marriage celebrations relates how the conceited queen was humbled by a divine miracle. It would appear that Lord Sundaresvara attended the marriage ceremonies with but a very small retinue which the queen considered was a slight on her wealth and capacity to entertain, whereupon she expressed her chagrin and the Lord commanded that a child from his retinue who was then crying for food be immediately fed. This child was none else than 'Gundodara' and he ate up all the supplies gathered for the ceremony and was still crying for more, and noticing the child, the queen realised the truth and felt humiliated and begged pardon of her Lord. The conclusion of this festival which is attended with magnificent processions both during day and at night along the principal streets of the city is but a prelude to a shorter but no less attractive festival at the nearby Vaishnayite shrine at Alagar Kovil.

Tirumala Nayak's Palace

King Tirumala Nayak who initiated a new style in secular building also constructed a palace for himself which is still in a good state of preservation. The principal apartments are situated round a courtyard which measures about 160 feet east and west and 100 feet north and south, surrounded on all sides by arcades of very great beauty. The pillars which support the arches are of stone, 40 feet in height, and are joined by foliated brick arcades of great elegance of design, carrying a cornice and entablature rising to upwards of 60 feet in height. The whole of the ornamentation is worked out in



Car Festival.

the exquisitely fine stucco which is characteristic of the Tamil country. On the west side of the court stands the 'Swarga Vilasam' or Celestial Pavilion now used as a court of justice. It measures 235 feet by 105 feet and is arranged very much on the plan of a great mosque with three domes. The large central dome is supported by twelve columns enclosing a square 64 feet across. These columns are first linked together by massive Saracenic arches.

The pile of buildings in the Tumkum area; the remnants of the palace built by a former queen of Madura, at the head of a vast plain where gladiatorial sports were held in the past; a large tank about three miles to the south of Madura where an annual floating festival is held; the temple dedicated to Lord Subrahmanya built on a hill at Tirupparankundram are all worth seeing.



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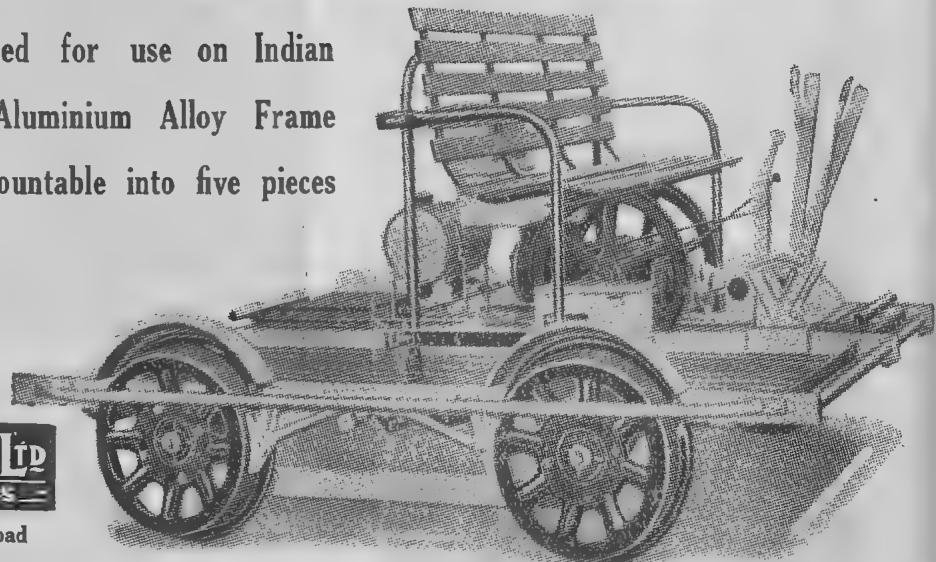
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IN A RAILWAY GOODS SHED

"OPRAIL"

THE goods shed is usually not such a familiar sight as the station building, as these sheds are more often than not situated at some little distance away from those parts of a railway station dealing with the handling of passengers' luggage and parcels. The goods shed however is familiar to the merchant, or his agent, who brings his goods, produce, or commodities for rail transit to other parts of the country.

The general atmosphere of a goods shed is quite different from that of the passenger side of a station, as in the latter, what is to be seen, is the mail or express train, the bustle of crowds of travellers with their baggage, moving up and down the platforms, some trying to get into a train, and others getting out. Walk over to the goods shed and you will see stacks and stacks of all types of merchandise, some waiting to be delivered to consignees, and others ready for loading into the wagons which will carry them to their various destinations. Apart from what is evident to the sight, one's sense of smell promptly detects a variety of odours some pleasant, others unpleasant, but always somehow associated with a railway goods shed.

First impressions over, you can look around for a small office lurking in a part of the huge goods warehouse, and here you will find the Goods clerks and his assistants hard at work.

The Goods clerk starts his day at nine o'clock in the morning. After opening the shed and office, he makes a rapid survey of what his shed contains, reviews the wagon position, noting down the numbers of the loaded wagons awaiting discharge of their contents, and the empty wagons placed for

outward loading. The inward loaded wagons must be conveniently placed alongside their respective bays for unloading, as it is important that the contents of loaded wagons are discharged expeditiously and the empty wagon again released for outward loading.

Next on his daily work schedule is the checking of all inward invoices. Details to be scrutinised are rate, classification, freight charges, nature of commodity etc.; the object being to ensure that the despatching station has charged freight accurately. Any errors detected—either an under or overcharge must be noted as the details of each invoices are recorded in the Delivery Book.

Next comes the most important of the Goods Clerk's daily routine—that of collecting freight and giving delivery of inward traffic. Throughout the working day the merchants, or their accredited agents, will come to the goods shed with their copy of the railway receipts that have been issued at the despatching station, and sent by post to them from the consignors. Most of the traffic moved by goods trains on a railway is 'freight to pay'. 'Paid' traffic—where the cash freight is paid in at the forwarding station—is less prevalent, as in accordance with railway procedure it is compulsory to pay freight at the forwarding station only on perishable and live stock traffic.

As each consignee presents his railway receipt, the Goods Clerk checks it to satisfy himself and the consignee that the goods while in rail transit and storage have not been damaged, or are in any way deficient. When both parties are satisfied and the freight

charges paid in cash, then only is the consignee allowed to remove his goods from the shed, a final check-up being made by an alert watchman, or gate clerk, as the goods pass out of the goods shed premises.

The Goods Clerk has many problems to handle in his day to day dealings with the trading public, and like many of his fellow railwaymen, he is required to handle these problems with considerable tact and courtesy. For instance, the forwarding station staff may have made an error in the freight charges to be realised at destination. At destination the Goods Clerk finds that the freight charged is less than what it should be—this is known as an 'under-charge'. The Goods Clerk cannot forego this difference in charging and must realise it from the consignee before giving delivery of goods. Because the merchant has to pay more than what is entered on his railway receipt, he naturally thinks that there is no error on his part and the administration should 'pay' for their mistakes. But the wise Goods Clerk soon convinces him that in spite of this, the correct freight must be paid.

Another source of argument and bickering is the type of transaction known as 'open delivery' cases. This happens when for some reason or other a consignment arrives destination damaged, or deficient in weight or quantity. The consignee views such incidents with indignation. The procedure in such cases is to make an accurate inventory of the contents of the consignment, and the deficiencies carefully recorded. Delivery is then given under 'qualifying' remarks, which is merely an exact statement of the condition under which the merchant receives his goods. Such cases have to be dealt with accurately, as the amount of compensation to be claimed and paid depends on this.

Goods sheds also handle a large volume of outward traffic. If goods are brought for despatch in full wagon loads, the Goods Clerk will personally

deal with the transaction, as this requires the registration of the merchant's requirements in a priority register. For less than wagon loads, the assistant goods clerks usually handle the transactions.

In handling outward traffic, goods shed staff must be on the alert for instances of misdeclaration. Commodities are elaborately classified from minerals like coal, iron, ballast, in class I—the lowest in freight charging—scaling up explosives, petrol, etc. in the higher classes, with a very much higher freight charge. The goods shed staff do not have to be 'classification' experts, as all the information they need is contained between the covers of a thick volume called "The Goods Tariff."

Another important part of despatching work is the invoicing of outward freight, which involves a prescribed documentary procedure. When this is completed the goods are loaded into the empty wagons, the latter being labelled to contain freight booked for certain zones or areas, as indiscriminate dumping of consignments for various destinations into one wagon can result in serious complications in freight working. There are also special commodities that must not be loaded with others; for instance, a consignment of a hundred tins of ghee or some greasy or oily substance, cannot rub shoulders with cloth bales, as during transit a tin may spring a leak and before long several bales of cloth will become an oily mess. Such careless loading will eventually lead to a Railway being involved in expensive claims.

Goods shed working also entails a considerable amount of routine work, such as correspondence posting of a number of daily registers and account books, preparation and submission of various returns of traffic moving in and out of a particular shed, and the important and inevitable daily cash book, containing a daily record of every cash transaction that takes place.



SHORT STORY

THE BUDDING WRITER

Mrs. RAMA SRINIVASAN

OH no " my wife moaned, when I returned from my office that day, followed by my peon carrying piles of files. We had been planning to go to a picture that evening.

" Oh yes ! " I mimicked her. And when her eyes blazed I laughed and said, " I am very sorry my dear, but I have to deal with these by tomorrow. Would you have preferred it if I had stayed on at the office till eight ? "

She simply shrugged her shoulders and went in to fetch the tea.

Over our tea I asked her, " What do you propose to do this evening ? "

" Would'nt you love to know ! " she said sarcastically. She was still feeling disappointed over the spoilt evening.

" Why don't you read something ? I have brought some new books from the Library today."

" I am sick and tired of reading. What do I do in the afternoons but read, read AND READ," she finished emphatically.

" Then why don't you write something ? "

" Write ! "

" Yes, why not ? After all you have done your Literature Honours course. Write something and send it to some magazine. A lucrative pastime, you know."

She appeared to turn it over in her mind for some moments, and then came out with, " Not a bad idea, if only it would materialise. And what can I write about, and who would accept it anyway ? "

" Don't be so modest ! Now here is a magazine for instance, which is asking for contributions. Why don't you make an attempt ? "

The idea caught fire, and she sat down to do some serious thinking, and to invoke the Divine Muse, while I turned to tackle the files.

The next day the files followed me home again.

" And everywhere that somebody went, the files were sure to go ", muttered my wife, almost breaking into verse.

After we had our tea she asked me, " Are you going to attack those horrid files immediately ? "

" No, I think I shall relax for a while."

"Then will you look through this thing that I wrote today?"

She gave me her first literary achievement for perusal. As I read through it, I felt a sinking feeling in my heart. When I finished reading, I kept silent for a while, allowing the seconds to tick away. Disappointed is not the word for what I felt then. To tell you the truth, I never imagined that one who had graduated in Literature honours would be so bad at original creative effort, and would be capable of writing such school-girlish muck. But I could not very well tell her that.

"For a first attempt it is pretty good. But you must improve it and rewrite it. This is of course only the first draft. You must polish it up," I told her in carefully chosen words.

She was so obviously disappointed at the luke-warm reception, that I felt sorry for her. However she sat down to rewrite it while I turned my attention to the files.

Her revision was not all for the better, and during the next few days she rewrote the story three times. When I realised that there was no more hope of her being able to improve it any further, we dispatched it to a magazine.

To cut a long story short; within the next three weeks, the literary prodigy made visits to half a dozen different editors, and came back promptly like a bad coin.

"That will keep her from bossing and nagging me for some time to come" thought I, at first. But then I started feeling sorry for her. She was feeling quite miserable over her failure. Her

self-confidence had suffered a bad blow. But she was too proud to admit defeat, and I could not very well ask her to give up writing after having suggested it to her in the first instance.

"Try, try, try again" thought she and started planning for another attempt. That set me thinking rapidly. We had already spent Rs. 5 on postage and about a rupee on stationery. At this rate what was going to happen to our finances? Lucrative pastime, ha-ha! thought I. I do not profess to be a literary critic, and I am not one to kill budding genius. But even I can know a hopeless case when I see one. Such was the case on hand, and I had to find a way out for both of us, from this mess. And then I had the idea.....

The next day I brought another heap of files home with me. After tea, while she tried to think out a plot for a story, I sat down to deal with the files. I looked up suddenly, as if I had had a brainwave, and said, "I say, why don't you learn typewriting?"

"What on earth for?" she enquired. "It will be so useful for me, you know. It would be of great help to me in disposing off these files that I bring home. Moreover we would be working together."

The idea appealed to her, and from the next day she started hammering away on our typewriter, while I felt as if a load had been lifted off my chest. The hammering continued till I had to send the typewriter for repairs. But thank God. She did not turn to writing or typewriting again.

Thus ended the career of a budding writer—nipped in the bud as it should be.





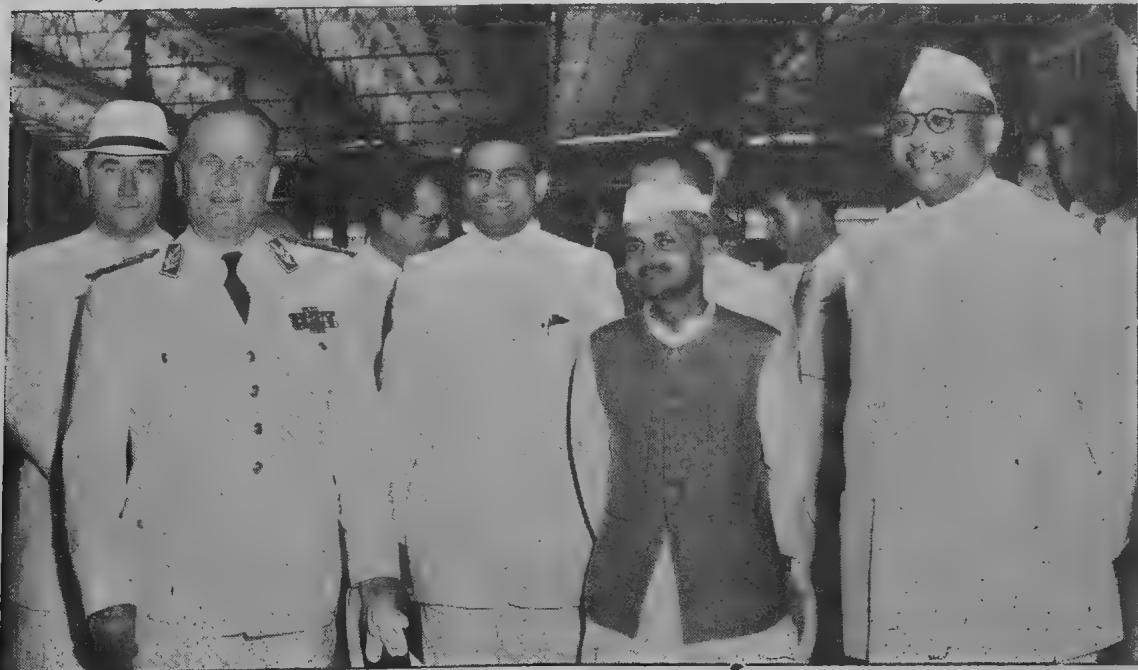
MARSHAL TITO VISITS I.C.F.

His Excellency Marshal Tito, President of Yugoslavia, accompanied by Shri Sri Prakasa, Governor of Madras and the Members of the Yugoslav Delegation and Officials, visited the Integral Coach Factory Project at Perambur, on January 21.

On arrival, His Excellency Marshal Tito was received by Shri Lal Bahadur Shastri, Union Minister, and Shri O. V. Alagesan, Deputy Minister for

Transport and Railways. Shri Lal Bahadur Shastri introduced Shri K. Sadagopan, Chief Administrative Officer to His Excellency Marshal Tito, who was then garlanded by six-year old Kumari Urmila, daughter of Shri O. V. Alagesan. After introduction of the principal officers of the Project by the Chief Administrative Officer, His Excellency visited the Model Room in the Administrative Block and evinced considerable interest in the Project as planned by the Ministry of Railways.

Marshal Tito and party at the I. C. F.



The Marshal was then taken round the various Shops under construction and was very pleased when he was shown some cranes of Yugoslavian manufacture under erection. He was also very interested to learn that the first machine had on the previous day been installed by Shri Lal Bahadur Shastri, Minister for Railways, and that the factory would be nearing completion in the latter half of this year for inaugurating production. The Marshal was then taken to the Technical Training School and he was greatly impressed with the apprentices actually at work. Before leaving the factory, the Marshal said that it gave him great pleasure to have inspected the Project and expressed his appreciation at the way in which work was progressing ; he was sure that this Factory would go into production and help India to attain self-sufficiency in the matter of passenger coaches on Railways.

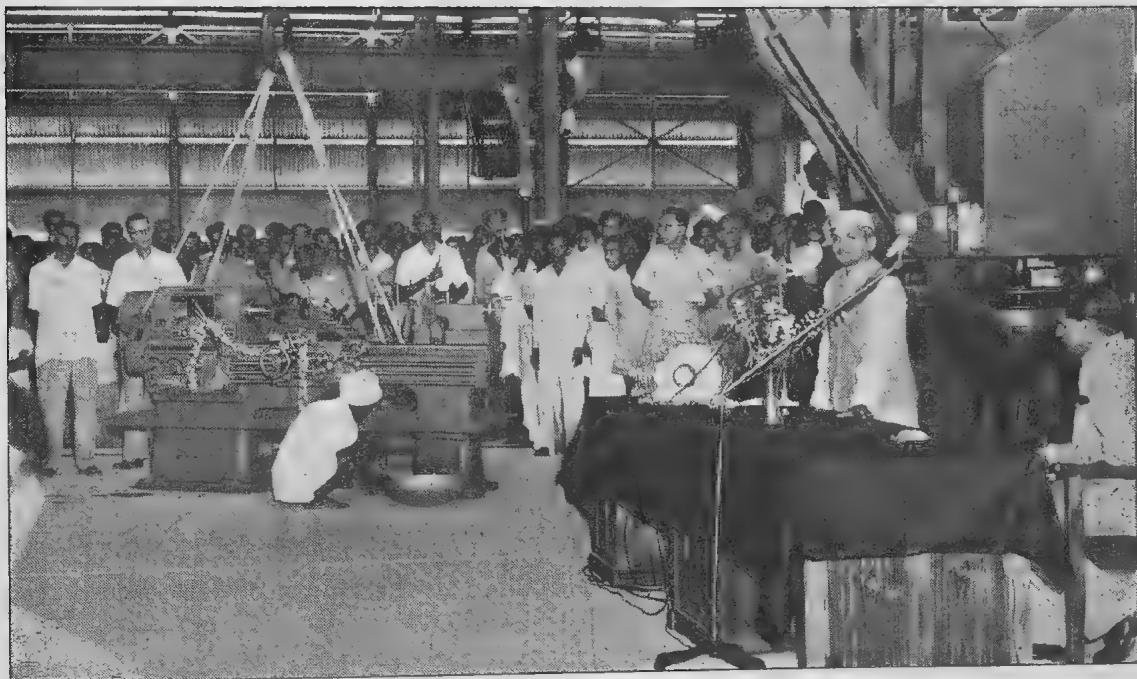
FIRST MACHINE IN I. C. F. INSTALLED BY RAILWAY MINISTER

Shri Lal Bahadur Shastri, Union Minister for Railways and Transport installed the first machine in the Integral Coach Factory on the afternoon of January 20, 1955 in the presence of a large gathering of officers and staff of the Project.

Shri Lal Bahadur Shastri had earlier gone round the Project works, starting with the Technical Training School, where on arrival, he was received by the Chief Administrative Officer, Shri K. Sadagopan. He first inspected a parade by the Auxiliary Cadet Corps of the School. After going round the various shops, the Railway Minister proceeded to the Workmen's Canteen where he was introduced to all the officers of the Project over tea. He

Marshal Tito takes leave of India's Prime Minister at Madras Central Station.





The Railway Minister installing the first machine in the I.C.F.

*The special train that carried Marshal Tito to Bangalore.
Sri N. G. Hoskote (right) R.M.E., Rayapuram, is seen on the engine.*



then proceeded to the Machine Shop for the installation of the first machine.

The function commenced with Puja by one of the officials of the Project. This was followed by a welcome speech by Shri K. Sadagopan, in which he referred to the Railway Minister's sympathy and affection for all railway workers and to his keen and personal interest in the progress of the Integral Coach Factory. He then referred to the rapid progress made in the construction of the Project and to the keenness, enthusiasm, determination and devotion to duty of all the workers—officers and men high and low—in the Project and assured the Minister that they would keep to the programme laid down for them in completing the Project by the target date. He concluded by further assuring the Minister that, when the time came, he would find that the Integral Coach Factory had done an excellent job.

Shri Lal Bahadur Shastri then installed the first machine—a Lathe of Indian Manufacture—and addressed the staff present. In his address, he referred to the keen desire of the Railway Ministry to be self-supporting and self-sufficient in the matter of rolling stock. We were already self-sufficient in the matter of wagons and at Chittaranjan they were making rapid progress in the production of locomotives. The target laid down for production at Chittaranjan by the end of the First Five Year Plan period was 120 locomotives a year, but it was now hoped that it would be possible to raise the figure and that by the end of the first Plan Period, Chittaranjan might be producing 175 to 200 locomotives a year. The importance of the Integral Coach Factory lay in its contribution to the attainment of self-sufficiency in the matter of coaches, which would be achieved when the Factory reached its target of 350 coaches a year. He expressed very great appreciation of the quick progress made in the construction of the Project and mentioned that the Finance Minister, Shri C. D. Deshmukh had also been deeply impressed with the quick

progress made by the Factory. He expressed the hope that this Factory would come up as early as possible and that it might be possible to invite the Prime Minister to come and inaugurate the Factory in the course of the year. He was very glad to hear that there was a nice team spirit among the officers as well as the workers and called upon them to continue to work in perfect harmony and in the same spirit and with the same co-operation and friendliness amongst themselves as they had done so far. He thanked the officers and staff of the Project who had done a fine job and concluded by expressing the hope that production would soon start and that the Integral Coach Factory would, like Chittaranjan, become another centre, attracting visitors from abroad who would be impressed with the speed with which the Factory had come up.

REGIONAL CONSULTATIVE COMMITTEE

The ninth meeting of the Regional Railway Users' Consultative Committee of the Trichinopoly Region of the Southern Railway was held at Madras Egmore on the 10th February 1955 with Mr. K. Basheer Ahmed, Regional Traffic Superintendent, in the chair.

The construction of a separate parcel office at Kodaikanal Road station, repairs to the goods shed at Virudhunagar and the provision of indication boards on the platforms at Maniyachi Junction were among the suggestions made by the members of the Committee. The chairman stated that the construction of a parcel office for Kodaikanal Road would be included in a later programme of works and immediate action was being taken regarding the goods shed at Virudhunagar. He also agreed to provide indication boards at Maniyachi Junction as suggested.

He announced that the second stage of remodelling of Madura Junction would be taken up in due course and suggestions for enlarging the goods

shed, provision of bathing facilities for third class passengers and a covered unloading shed will be considered for inclusion at this stage. He said that wire mesh for fans in carriages was being provided as they went into workshops for periodical overhaul. The Engineering Department of the railway was taking action to cement-concrete the platform at Kodaikanal Road and to provide rain-proof shutters at Sholavandan. He added that in response to a suggestion from one of the members, two additional high power lamps had been provided at Pamban Junction railway station.

The Committee approved of certain proposals put up by the railway administration for providing passenger amenities at stations. Among these were, the concreting of the approach road at Ariyalur, provision of a third class waiting hall for Chingleput, extension of the third class waiting hall at Kollengode and building a connecting road at Vedaranyam. Kuthur railway station was to be electrified and at Chromepet, improvements would be provided to the passenger shed at a cost of Rs. 48,000. The other items in this list included, improvements to Kumbakonam and Mannargudi railway stations and provision of additional watermen and water coolers at certain stations. A list of passenger amenity works provided for the year ending 1954 was placed on the table for the information of the Committee.

INDIAN RAILWAY INSTITUTE, ARKONAM

Under the auspices of the Music and Dramatic Branch of the Indian Railway Institute, Arkonam, a "Songs Rally" was conducted on Sunday the 6th February, 1955. Sri V. Venkataraman, Assistant Traffic Superintendent (General), Rayapuram presided.

Sri M. Narasimhan, Secretary of the Music and Dramatic Branch welcomed the guests.

A healthy competition was created among the participants in the rally.

Sri V. Venkataraman in his concluding speech declared that the participants in the music rally acquitted themselves well and gave good promise individually. Sri O. D. Yates, Station Master, Arkonam, said that a rally of this nature must be conducted as often as possible.

TRICHINOPOLY DISTRICT GANG DAY

The inauguration of the Trichinopoly District Gang Day came off on January 30, 1955. A function with several competitions among gangmen and prize distribution was brought out in the colourfully decorated Pavilion grounds at Golden Rock, sponsored by all the Inspectors and Assistant Inspectors of the District. Inter-section competitions were held and the first 3 places in each event were given graded marks. There were events in the nature of the work usually done by permanent way gangmen in their day to day work. All the sections in the district sent their chosen best men to compete in these events. A silver shield subscribed by all the Supervisory staff in the District has been instituted on this day, under the title "Gang Day Shield". It is intended to be an ever rolling Shield and every year on the Gang Day, it will be contested for and won by the section that secures the highest marks in the competitions.

This year, the Shield has been won by the Vriddhachalam Section which secured the highest marks in the events. Besides the Shield, Prizes were given to several winners in the various events. On this day, the yearly Prize money sponsored by the Railway Board for the best gangs in the two Sub-Divisions A and B in the District have also been disbursed. The 7th gang of Vriddhachalam Section in the A Sub-Division, and the 9th gang of Trichinopoly Junction Section, in the B Sub-Division were declared as the best



gangs in the year 1953-54. The Permanent-Way Inspectors and the Assistant Permanent-Way Inspectors who supervised the work of these Prize Winning Gangs were also given Merit Certificates on this occasion. Sri M. Kuppusami Iyer, Permanent-Way Inspector, Vriddhachalam Section, Sri R. Ramamoorthi, Assistant Permanent-Way Inspector, now at Mukhasapuram, Sri D. Dorairaj, Permanent-Way Inspector, Trichinopoly Junction Section (since retired) and Sri F. C. Joseph, Assistant Permanent-Way Inspector, Trichinopoly Junction Section, received these merit certificates.

Photos above show gangmen in fancy dress



Sri P. N. Batra, Regional Mechanical Engineer, presided over the function and distributed the prizes.

The District Engineer, Trichinopoly, Sri P. V. Sundara Rao, explained to the audience, the purpose of the Gang Day and how it helps to bring together the various categories in the Department and how it creates in them the team spirit for concerted effort in turning out better work and achieving greater turnover and output in their routine work. Sri Batra spoke a few words appreciating the intentions of the function and expressed that such gang days would certainly achieve the desired effect in bringing together the various ranks in the Department and instil in them healthy competitive spirit, which may, in the long run, help to improve the standard of work in their several walks of life. The prizes were then given away by the President to the various Prize winners.

The Security Forces Band played although and added colour to the function.

The function concluded with a vote of thanks by Sri M. V. Sundaresan, Garden Superintendent, Golden Rock.

REPUBLIC DAY CELEBRATIONS AT ARKONAM

The Fifth Anniversary of the Republic Day was celebrated by the Members of the Indian Railway Institute, Arkonam in the Institute premises on January 26. The National Flag was unfurled by Shri M. Kannan Menon, Assistant Engineer, Southern Railway, Arkonam and Chairman of the Institute. Shri M. K. Menon in his speech brought out the significance of the National Flag, which symbolised our hard struggle for Freedom. Sweets were distributed to the large number of children assembled on the occasion.

A music performance by one of the members of the Institute, Shri S. Masilamani, Assistant Tranship Clerk, Arkonam was conducted in the evening. A dance performance by girls of the local High Schools followed.



The Iranian State Railway Delegation, consisting of Eng. Parviz Malek, Eng. Saidi, Eng. Tabatabai Vakili, Eng. H. Gorgani and Eng. S. Farzanagan, who recently toured Indian Railways, snapped inside the Southern Railway Stall in the Teynampet Congress Exhibition.



SOUTHERN RAILWAY

Tenders for the supply of Milk to Railway Canteens on the former S. I. Railway Region

Sealed tenders are invited by the undersigned for the supply of Milk to the Canteens at the following stations for the period 1-4-55 to 30-9-55 :—

1. Villupuram Junction (Located near Loco shed)
 2. Trichinopoly Junction (Located in the General Offices' Compound)
 3. Erode Junction (Located near Loco shed)
2. Tender forms and schedules specifying the quantity and quality of milk to be delivered and conditions of contract, etc. can be obtained from the Controller of Grainshops, Southern Railway, Madras Beach, on payment of Re. 1 per set. Separate tenders should be submitted for each Canteen and will be received upto 15 hours on 16-3-55. The earnest money required in each case as specified in the tender conditions should be remitted to the Regional Accounts Officer, Southern Railway, Trichinopoly before 15 hours on 15-3-55.

3. Production of Income-tax Clearance Certificate in the prescribed *pro forma* in 'original' is an essential condition for consideration of tenders. *Pro forma* of Income-tax Clearance Certificate can be obtained free of cost from the office of the undersigned.

4. Tenderers who have no taxable income and who are therefore unable to produce a tax clearance certificate in the prescribed *pro forma* must submit a duly sworn affidavit to that effect countersigned by the Income-tax Officer, concerned, as to its correctness.

Madras Beach
24-2-55

**Controller of
Grainshops**

Sri P. Krishnaraju, Works Manager of the Engineering Workshops at Arkonam, pleaded for a general realisation of the significance of Republic Day.

Sri M. K. Menon, Chairman, endorsed the views of the works Manager and reiterated that all Railway Employees should direct all their energy and enthusiasm to march ahead with the various schemes and plans on hand with the Central Government, emulating the examples of our great national Leaders.

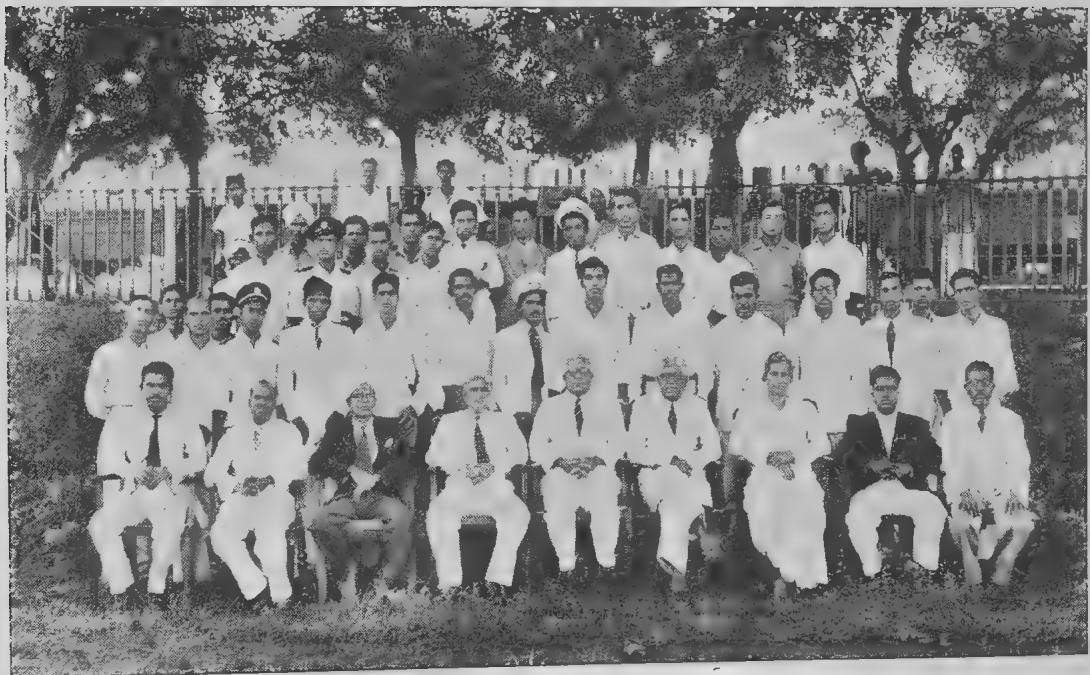
Sri M. Narasimhan, Member-in-charge of the Music and Dramatic Branch, proposed a Vote of Thanks. In his speech he said that a manuscript magazine was proposed to be started from the month of February, inviting contributions in Tamil and English from the employees. He also stated that 'Cultural tours' to Mahabalipuram and other places of historical importance and cultural interest would be arranged, collecting special contributions from the members, desirous of participating in such tours. In the end, he fervently appealed to all employees to become members of the Institute, and take active interest in the Music and Dramatic Branch.

REPUBLIC DAY AT MADURA

Republic Day was celebrated at the Southern Railway Institute, Madura on 26-1-55 with great eclat.

Sri K. S. Shankariah, Assistant Traffic Superintendent, Madura took the salute at a March Past by the Railway Security Force.

There was a Sport competition for the children of Railway employees and Mrs. K. S. Shankariah distributed the prizes in the events. Sweets were distributed to the children. There were also a Fancy Dress Competition, music and dance performances.



Group photo of staff who were on special duty at Avadi

I am never
without them

Berkeley

Berkeley Cigarettes

5 annas for 10. ½ anna per cigarette

Inclusive of Madras, Andhra, Hyderabad, Mysore
or Coorg Sales Tax.

SW 82A

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES

The 18th Annual Meeting of the Association was held at New General Offices on 5th February 1955, with Sri J. J. Batliwala in the chair. The question of forming a separate railway state for Southern Railway Bharat Scouts and Guides was considered, and an interim Committee consisting of Sri S. K. Gopinath, Dy. CEE, Sri R. Jagannath, DTS/RPM, Sri G. S. A. Saldanha, P.A. to COPS, Sri Aruldoss and Sri G. B. Ambrose was formed to work out the details and to proceed with the arrangements for the formation of the State. Two districts were tentatively formed, one the 'Central District' covering the Ex. M.S.M. portion and another 'Southern District' covering the Ex. S.I. portion and office bearers for these respective districts were elected. The following are brief details of the activities of the Association for the year under review.

Sri S. L. Kumar's visit

The Railway Board had announced the appointment of Sri S. L. Kumar as Honorary Scout Commissioner for Indian Railways. Sri Kumar had a preliminary meeting with the Scout Officers on the Southern Railway and also had a talk with the General Manager and the Chairman, Staff Benefit Fund in connection with the formation of the New State. He paid a visit to some of the Railway groups in the city and expressed his satisfaction at the very efficient manner in which Scouting was being carried on this railway. He felt that there was the required strength of 'Scouts and Guides' and a good set of workers with the training necessary for the formation of a new State which should be started forthwith. He felt surprised at the quiet way in which Scouting on this railway was being carried on and remarked that for the sake of scouting itself, a certain amount of publicity of the useful work that was being done by Scouts of the railway was necessary to make Scouting a 'live force' and

also to be better understood by Railwaymen.

Strength

The total strength of 'Scouts and Guides' during 1953-54 is 1,196 against 805 in the previous year.

Rallies and Jamboores

Nine Scouts led by Sri Vedagiri attended the All-India Jambooree at Hyderabad during January 1954. 26 Rovers led by Sri M. Ranganatham attended the Ceylon Rover meet in October 1953. 900 Cubs and Rovers attended the Annual Rally at Golden Rock in August 1953 when Sri J. J. Batliwala presided. At the invitation of Northern Railway Bharat Scouts and Guides, a contingent of 10 Rovers led by Sri Ambrose took part in the Annual Rally at Delhi and the competitions there. Our team came first in tent inspection and was awarded a cup. There were 4 more Local Rallies at different places on this Railway during the year under review.

Service

Scout Groups have rendered valuable service during Regional, Inter Shop and Inter Railway Sports, Children's Treats, Local Festivals, etc. Their services for Adi Krithigai and Thiruppugazh festival at Tiruttani were highly appreciated both by the devotees and authorities of the temple.

Training

The Cub Masters Training Course was conducted at Uttamarkoil where 23 Campers including 4 Lady Teachers underwent training. The Flock Leaders Training Course was held at Ennore. 17 Lady Teachers from various Railway Schools took part in this camp. Sri G. B. Ambrose, our Asst. District Commissioner and Sri V. Vaidyalingam, Scouter of Golden Rock attended the D. C. C. Training Camp and have been appointed as D. C. C. and Instructor respectively.

(Continued on page 96)



PROTECT YOUR EYES

Dr. L. R. PARTHASARATHY, M.B.B.S., D.M.R.

Assistant Surgeon, Salem Jn.

NO other sight moves one so much and evokes sympathy than that of a blind man. Really, he is the most unfortunate and miserable who has lost the visual power. He is so helpless that he has to depend on others for all help and for anything and everything. The pleasure of sight and the capacity to perceive the various beauties of nature and its vast panorama are denied to him. Often people mercilessly consider the blind a menace to social life and a blind man a pest to the family.

Needless to say that the care of the eyes should be the first concern for any individual. Rather I can say that the care for life too comes only secondary. For, what, then is life worth if without sight?

Neglect of the eyes, of course, results in various types of diseases, the most disastrous being total blindness. The causes for blindness varies according to the age of the person.

Infants

In infants, blindness is generally due to the fault of the parents. The eyes of a new born get infected while passing through the birth canal of a diseased mother and such a condition is called Ophthalmia Neonatarum.

The dreadful venereal disease known as syphilis is also one that affects infants leading to total blindness.

A new-born baby should not have sore eyes or redness of the eyes or inability to open the eyelids during the first three weeks of life. In such a condition medical aid must be immediately given.

School going children

Children studying in schools develop eye diseases which ultimately lead to blindness if not attended to in time and properly. The causes are insanitary conditions of life, malnutrition which leads to a Tubercular diathesis.

While I happened to discuss about eye problems and blind relief work done in South India with an eminent Ophthalmologist (who is also a political figure) he used to tell me "Lack of proper nutrition is the major cause of many of the preventable eye diseases. No doubt poverty contributes 50 per cent and the rest 50 per cent is entirely due to lack of knowledge and ignorance of people in the feeding of children."

Myopia or short-sight is again one of the causes of blindness which could be prevented by provision of 'School

'Hygiene' such as good lighting in class room, good print in books, regulated needle work, a maximum of oral instruction and special supervision of those who show signs of being or becoming short-sighted.

There is evidence that habitual close eyework such as that of clerks, compositors, etc., if undertaken in poor illumination and poor hygienic condition is harmful to the eyesight of myopes and every effort should be made to direct these people into suitable occupations or alternatively into satisfactory environmental conditions from the point of view of visual hygiene. It is important to remember that a child at school who needs a suitable pair of glasses may be unjustly accused of laziness and stupidity. Every person who wears glasses should be most careful to ensure that the frames do not become bent and that the lenses do not work loose and become displaced.

In adults

Occupation in industrial concerns may cause blindness either by disease or by accidents. Poisons like lead, derivatives of Benzene, etc., glass and iron workers' cataract, miners' eye strain are all preventable, if periodical medical examination is done and proper advice is given. More striking is the enormous economic loss entailed by relatively minor accidents such as foreign bodies in the eye.

The following advice is given to our readers regarding the care of our eyes. Firstly, a new born infant should not develop any eye-disease if breast-fed and breast-milk contains plenty of vitamin A. If not breast-fed, it should be supplemented with Adexolin or plain codliver oil (in drops) in the artificial feeding. When a growing boy or girl is defective in sight or below standard or complains of headache, take the patient to a Doctor and get him examined. Never hesitate to provide glasses even for a small child (if advised by an eye specialist).

Correction at the proper time will lead to improvement of vision and finally healthy vision without glasses.

There is an erroneous belief that if wearing glasses is started at a younger age, we require higher and higher power of glasses as the age advances. The common disease of the eye is called 'Eye-sore or sore eyes by a layman. But the greatest danger is the layman starting treating himself. Redness of eyes does not mean a minor complaint. It may be the most dangerous complaint. Never hesitate to show to a Doctor even if you think it is a minor complaint.

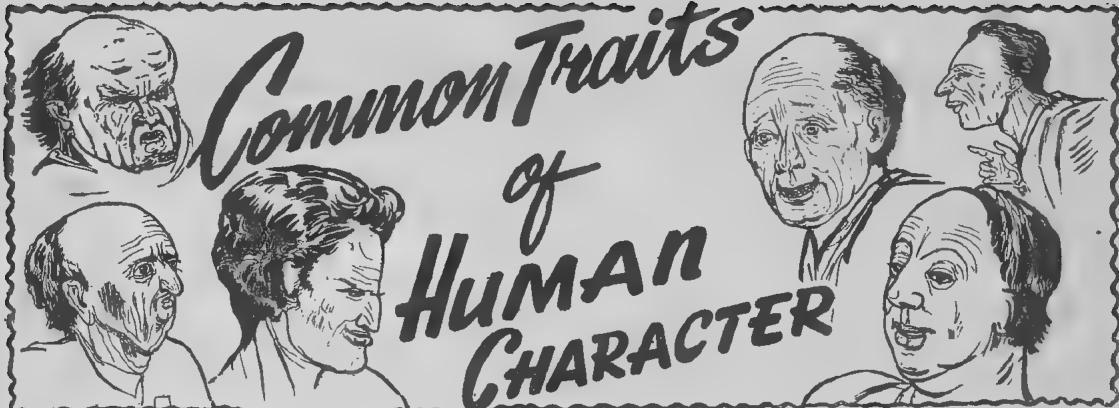
There are various drugs advertised in the market and modern educated laymen purchase them and start treating themselves. This is unfortunate and should not happen.

Any foreign body in the eye should not be neglected. The eye should be washed with ordinary water and if it is still irritating or grating, run up to a Doctor and take advice. Foreign bodies in eye are so deceptive that even a general practitioner hesitates to give a final opinion and he refers to an eye specialist.

People when they have defective vision or error of refraction, go to opticians and the quacks who sell glasses. This is indeed pathetic. Eyes have got to be examined and tested by an eye specialist and with his prescription, the glasses have to be purchased and shown to him finally for verification and then only should be worn.

I remember at least one instance (some time ago) that six gangmen required glasses for correction of error of refraction, when they came for medical examination and all went together to a quack (a hawker or street-seller) who sold one pair of spectacles for Rs. 2 and all got through the examination one by one wearing the same pair and finally returned to the seller. This only shows how much of ignorance

(Continued on page 66)



FLATTERY

S. R. SRINIVASA RAGHAVAN

Integral Coach Factory

ONE may define flattery as a base companionship which is most advantageous to the flatterer.

The flatterer is the sort of individual who says as he is walking along with you, "Oh, do you see how all men are looking at you? There is a gleam of admiration and awe in their eyes. This never happens to anyone in the town except you. You ought to know that a compliment was paid you the other day at the Club. There were more than thirty people assembled at the Club that day and a discussion arose as to your qualities as a gentleman and your intellectual capacities. All were unanimous in acclaiming you as the best man in the Club."

These are the sort of things he says, running behind you with a broad, coqueting smile. He seems to get interested about your dress, expresses surprise at the fitness of the wear, and even asks you the price of the cloth that had, in his opinion, the good fortune to become your shirt. If you tell him a cheap amount, he seems to be astounded. Passing behind you, he seems to evince great care about the small pieces of dirt that settle on your

clothes and removes them with the tip of his fingers, thus showing explicitly his carefulness not to spoil its cleanliness by his ugly touch.

In company, if you chance to say anything, he commands every other individual to keep silence, praises you, applauds your opinions—taking care of course, that you hear all of it—and adds a mark of approbation when you stop, "Well said". If you make a stale jest he will roar with laughter, thrusting his handkerchief, if he has one, into his mouth, pretending that he is not able to contain the mirth.

If you chance to be officially of a good status, and if he happens to be serving under you he buys oranges and apples, comes to your house, and in your presence, distributes them to your children, secretly looking at your face to detect a smile that may perchance adorn your lips. He embraces your last child, kisses him profusely and, even if he be ugly, with a running nose and fishy eye, expresses to your hearing his great admiration for the child's beauty. "Dear chick of a noble father," he exclaims. If he is a bit imaginative, he never forgets to pass a remark to the effect that the

SOUTHERN RAILWAY

SUPPLY OF TILES, HOURDIS BLOCKS, ETC.

FOR MYSORE REGION
(For the period from 1-4-55 to 31-3-56)

The Regional Engineer, Southern Railway, Mysore, invites **SEALED TENDERS** for the above upto 15 hours on **Wednesday, 30th March, 1955**.

Tenders should be in the prescribed form obtainable from the Regional Engineer on production of a receipt for the amount of Rs. 5 (Rupees Five only) towards the cost of tender form paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras-3, or the Regional Accounts Officer, Southern Railway, Trichinopoly, or Mysore. In no circumstances will the cost of tender form be refunded. The tender form is not transferable. Tender forms will be issued upto 12 hours on **Monday, 28th March, 1955**.

Earnest money of Rs. 500 is to be paid in advance to the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras, or the Regional Accounts Officer, Southern Railway, Trichinopoly, or Mysore, not later than 15 hours on **Tuesday, 29th March, 1955**, and the receipt issued therefor should be attached to the tender. No demand draft, cheque should be attached to the tender.

Tenderers are required to submit Income-tax Clearance Certificate, in original, along with their tenders.

Tenders received will be opened at **12 hours on Thursday, 31st March, 1955**, at the Office of the Regional Engineer, Southern Railway, Mysore.

The Regional Engineer reserves to himself the right to reject lowest or any tender without assigning reasons therefor.

last child is one day going to be a nobler man than his father.

If you happen to invite him for a dinner during some important function, he sits beside you during the meal, and expresses his admiration at the high class taste of the dishes served, and draws from the queer cells of his brain imaginary memories of dishes he had the honour of tasting during a particular feast long, long ago and compares them with yours.

He delights in constantly inquiring about your health and, if you happen to sneeze in his presence, he expresses great anxiety, suggests remedies and is even prepared to run to the doctor on your account.

The flatterer is always particular about dilating over your affairs and never misses a chance to pass his remarks of approbation at the fineness of your house, the beauty of your garden and the exact likeness of your photograph to you (as if anybody's photograph will not be so).

In short, the purpose of a flatterer is to win favour and on occasions overdoes his praise so that you get disgusted and are even driven to the necessity of expressing it.

PROTECT YOUR EYES

(Continued from page 64)

prevails among the illiterate and their aim to get through the examination is more than to taking care of their eyes.

A periodical check up of eyes of all railwaymen and their families and correct advice will definitely go a long way in keeping up healthy eyes and preventing blindness. Special eye clinics are to be established at important centres in the Railway and qualified men given the specialised work in the near future. Let me conclude with an appeal 'Protect your eyes, Railwaymen!'

THE CAGE IS EMPTY

P. SREENIVASA RAO

D.T.S's Office, Bezawada

TEARS trickled down the reddened cheeks of sobbing little Syamala—tears that were like the glistening dew drops on the tender petals of a red lotus. Her eyes too were red. She did not heed her mother's efforts to console her. Between her sobs she would cast anxious glances at her mother as if to speak out, but again would turn down her looks and resume weeping. Now and then she would twist the hems of her frock with her tiny fingers.

Her mother was greatly perplexed at her child's tenacity. How could she learn the cause of Syamala's grief? Coaxing? But Syamala's lips were sealed. Threats? No; that was wrong strategy. It would only aggravate matters. She fondled Syamala's hair and inquired, "Tell me, my child; did your teacher beat you at the school?" Syamala nodded her head sideways to denote a 'No', "Then why did you leave the school earlier today? Did any classmate of yours abuse you, dear?" No reply again, Syamala's reticence irritated her.

Could any teacher have chided the girl? No, that couldn't be. She was the brightest girl in her class, a favourite pupil of her teachers.

May be Syamala had trouble with some one of her friends in the class. But she was neither a naughty child nor a truant and had very few friends. It was far from her nature to pick up a quarrel with others.

The clock chimed. It was half past five. Mohan must be returning from the school. Perhaps he could throw some light on the matter. Syamala's energy was spent out by that time and she was only let out an occasional whimper. But she refused to utter a

syllable. Such a mild child to be so adamant!

"If you still choose to remain tongue-tied, well, I can know everything from Mohan, can't I?" Syamala, hearing these words, frightened like the quarry that hears the approach of the hunter, hid herself in her mother's lap. "Oh! this beats me! Why is the child so frightened?" the mother questioned herself and patted Syamala's back caressingly. Footsteps were heard from the veranda. "There, Mohan has come!" Syamala raised her head a little and peered towards the door. Mohan's conduct was unusual. He cast furtive, sidelong glances and didn't come in capering and trotting, but sailed in noiselessly. The colour went out of his cheeks when he found them there, as he evidently apprehended trouble. When he was about to beat a retreat his mother bade him stand.

Why did he try to slink away like a cat? Fear and anguish lurked in his looks, which betrayed his secret guilt. The mischievous twinkle was absent in them. "Ah! This is strange," she wondered at the looks of Mohan.

Mohan fumbled, "I am . . . going to the playground, mother!"

"Not now, you can go later." Mohan squirmed under the stern command. His gaze lingered over the toes of his feet as he stood mute. "Why are you so afraid, Mohan? Come and sit here," she said and he obeyed. Mohan's and Syamala's glances met and had a bout for a while.

"Do you know why Syamala returned from the school weeping, Mohan?" That question took Mohan by surprise. He blinked without replying. Syamala was eager to hear what Mohan would say. "Can't you speak? his mother

demanded. "I don't know, mother, I —know—nothing!" His demeanour reminded one of a thief caught red-handed.

She was at a loss to understand why Mohan was so panicky. He was asked only to tell, if he knew, why Syamala was crying. Why should he construe it as being held guilty? "I—know—nothing" Well, his bearing gave him away as the offender. She could now infer that he had something to do with Syamala's discomfiture. That explained why they glared at each other! Now, she questioned Mohan, "Tell me, Mohan, did you or did you not tease Syamala?"

"No, Mother, I didn't!"

"Then why do you tremble all over? If you try to conceal the truth from me, you shall have to starve today. When your father learns of this he will not spare you!"

This last threat unnerved Mohan utterly. He could no more defend himself and was on the point of scooting when his mother held him back with an effort. Mohan betrayed himself completely by this act. Not only that. Further evidence to prove his guilt was the colour pencil that slipped out of his pocket when he attempted to flee. It was the pencil given to Syamala by her uncle as a present.

"How did you come by this pencil, Mohan?"

He parried the question. Grief was writ large on his face.

"I—no—Syamala gave it to me."

"Now, now, don't lie! Syamala, is it true?"

Syamala was in a fix to answer. If she were to speak out the truth, Mohan would trounce her later. But was she not warned against lies? No, she must tell the truth, whatever the consequences be.

"No, mother, I did not give him the pencil. He took it from me by force."

"Then why didn't you tell me that?"

"Brother threatened to beat me if I were to tell you this and so I couldn't."

Tears welled up in Mohan's eyes. All the avenues of escape were closed down. The enraged mother burst out, "You imp! You will never mend your ways. You are a dunce in your classroom. Nor do you make amends for that with good behaviour. Dear God! How am I to reform you? I am sure you will besmirch the prestige of the family ere long!" Mohan was by this time whimpering.

"Stop that nonsense, will you? Are you not ashamed of teasing your innocent sister? Why are you so jealous of her? If she is the apple of our eyes, it is because of her good conduct. Don't dare to stir out of the house until your father returns from the office. Do you hear me?" was her injunction as she went into the kitchen, with Syamala at her heels, while Mohan sat there sulking.

Rajabhushan heard about Mohan's mischief as soon as he stepped into the house. When once he loses his temper, it is hell for those on whom his anger descends.

Rajabhushan was a man of testy temper. May-be his ill-health was the cause. Now his face would be wreathed in smiles and the next moment he would be sizzling with anger. It was a great task to adjust oneself with him. Losing his patience quickly and taking petty things to heart—these were the two things he could not help.

His intelligence was his great enemy in the office. He was almost slave-driven there. But the reward? Work and more work, which drained away all his vitality. Nor was he pushed up the ladder in the office.

Even his home was bereft of peace. Returning home from office was leaping from the frying pan into the fire for him! His wife was not alive to this fact and consequently his life was a drab and prosaic uphill journey on a rough and steep road. None can blame

him for not being sweet-tempered ; only one has to wonder why he has not yet become a cynic.

That day he returned from the office with a bad spleen and soon after hearing the case against Mohan he spent his fury on him. The poor boy was given a sound thrashing. But for his mother's intervention, some of Mohan's ribs would have been broken by the irate father. Syamala was shivering all over, crouching in a corner ! The embers of Rajabhushan's anger still glowered. A barrage of abuses was let loose against the boy. All the epithets at his command gushed forth from his tongue like roaring waves, each tumbling over the other, to engulf the poor victim. They dashed against little Mohan who stood rooted to the spot like a rock beaten by mad and furious waves.

" Not a day passes without this little rascal's misdeeds ! Very good record, isn't it ? A first rate dunce in the class-room ! Associates too well-chosen ! How many times did I warn you not to fraternise with Gope and Vinayak, who are arsenals of all juvenile vices ! If you persist to be in their company some day you will end up in prison. My goodness ! You young devil ! You are incorrigible ! Yes, you are ! "

All were fast asleep—Syamala exhausted by her crying and her parents weary with the day's work. Mohan tossed in his bed, groaning with pain.

The wooden wheels of the rickety hackney carriages rattled along the roads, full of ruts, piercing the stillness of the moonless night, enveloped in a pall of darkness. After a few minutes the sounds died down and the night regained calmness. Mohan muttered in his sleep " Ugh ! Why do you harass me thus ? No, I don't want this gruesome education ! " and suddenly woke up with a start yelling, " Father ! don't, don't beat me ! "

His gaze fell on his father and mother. They didn't stir. He looked at

the clock. It was past midnight. He again looked at all of them, now with hate and contempt. All of them were his enemies !

He began to ruminate. Uneasy thoughts stirred in his mind.

Why should his parents and relatives ill-treat him ? Syamala alone was the favourite of all ! Why should he be persecuted and she be favoured ? It was ridiculous that such affection should be bestowed upon a girl ! But for Syamala, he would not have been given such a raw deal.

He was a dunce, they thought. He could not guess how. If he was not a bright lad, was he at fault ? Chiding him for that was like blaming him for being still a boy but not an adolescent ! If his friends were low fellows, were not the friends of his father of questionable character ? Many of them puffed at beedies, pish !

A day without his being chastised for some lapse or other was certainly a festive day for him ! The future for him was bleak ; he was not sure of a better treatment even when he grew up. Was not his friend showered with gifts and given freedom of association ? He went to the pictures very often and attired himself gaily. Such pleasures remained only day-dreams in Mohan's case. He felt sore at his miserable plight.

Suddenly a thought flashed across his mind. His glance slid over his people once again for a minute. All were lost in deep slumber. His face beaming with satisfaction, he transferred the contents of his father's pocket into his. A few pairs of his dress he stuffed in a bag.

The doors creaked as he opend them stealthily. With a tremor in his heart, he wheeled round on his heels. Nobody stirred.

Far off, stray dogs barked and whined. The world was still wrapped up in silence. Only the stars winked at him as he stepped out into the vast limitless sea of darkness.



DR. V. T. NAIDU, L.R.C.P. & S. (Edin.), L.R.F.P. & S. (Liverpool), D.P.H. (Cal.), who took over as Chief Medical Officer on 31-12-1954, is no stranger to the Southern Railway. He was District Medical Officer, Podanur, before he went away on promotion as Chief Medical Officer to the North-Eastern Railway in 1953.

Coming from a family of distinguished government servants and medical men, Dr. Naidu was born in Coorg in 1900. After completing his collegiate education in St. Joseph's College, Bangalore, he joined the Madras Medical College in 1920. He joined Railway Service on the Ex. SI Railway in 1926. He served with distinction on the different districts of the Ex. SI Railway as a D.M.O., earning the appreciation of all co-workers for fairmindedness, sympathetic outlook and professional ability.

During his short tenure of office on the North-Eastern Railway after its integration, he was responsible for the introduction of far-reaching changes for making the work of the medical department useful to all classes of Railway staff.

Southern Railwaymen can look forward with confidence to the continuation of the era of medical progress which was initiated during the tenure of office of his able predecessor.

KIRA PANDHARIPURAM

S. S. KRISHNAJI

Journalist, Masulipatam

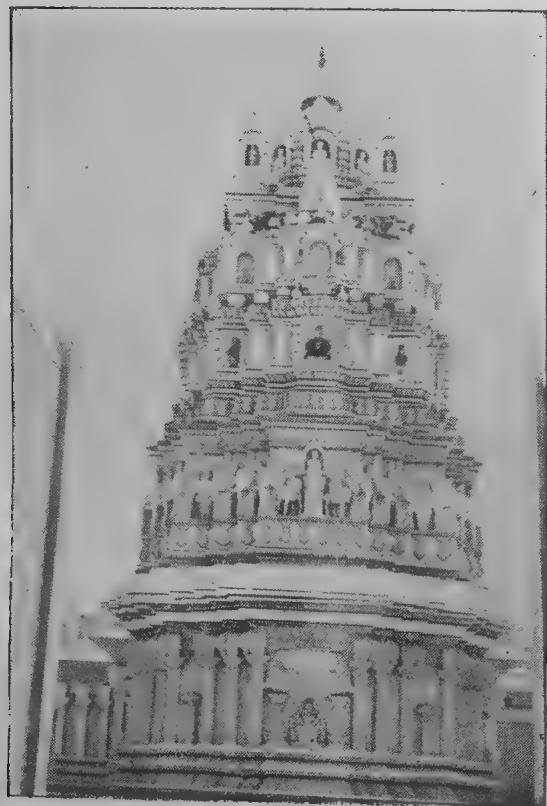
MASULIPATAM is an ancient coastal town in Andhra on the Southern Railway with a hoary traditional past to its credit. It has produced eminent lawyers, doctors, artistes and several other great men in all walks of life who became national and international in the political firmament of the country. It has in the recent past the singular good fortune of having produced a devout bhakta whose divine worship gave birth to Sri Panduranga Temple.

In the long history of the temple one does not find a person like the sinful

Pundalik who was responsible for the creation of the Vithoba temple in Pandharpur of the Bombay Province or a Tukaram who brought unexcelled glory and sanctity to the same temple but one invariably comes across a living unostentatious saint whose daily life includes nothing more than worshipping Lord Panduranga in divine obscurity courting little publicity and less mundane pleasure.

Story has it that Bhakta Narasimham, the founder of the temple, a gold-smith by caste was born in a small village called Vutharavalle of the Vizagapatam District to Ganganharam and Ramamma, a devout couple, who after several years prayer were blessed with Narasimham.

The boy showed ecstatic bhakti even from his boyhood and won the hearts of the god-fearing. He was married to Suramma in his teens and the brunt of supporting his family, having lost his parents, fell on him very soon. In his eighteenth year he took seriously ill and was cured of the disease by a vow taken that he would visit Tirupati. Accordingly after sometime Narasimham started on a pilgrimage to Tirupati and on his way made a brief halt at Bezwada with the obvious intention of having a holy dip in the river Krishna. There the thought of his relatives at Masulipatam made Narasimham go there which later became his permanent abode of worship. Narasimham stopped here indefinitely without going to Tirupati and started a flourishing business which gave him substantial profits.



(Continued on page 74)



BOOK REVIEW

TIRUMANAPPARISU: (Tamil Essay Collection—Publishers: Imaya Pathipaham, Negapatam. Price Rs. 2-8-0).

'Love is the river of life in this world,' said Henry Ward Beecher. This Tamil publication is a collection of two poems, two short stories and a number of essays concerning this all-consuming fire, some in the nature of a delivery from a pulpit.

Sri Namakkal Ramalingam, the poet, in his essay deals with 'Valluvar and Love' and has utilised the opportunity to express his differences with the famous commentator on Kural, Parimelazhagar. The definition of 'Veedu,' the fourth stage a man is after, sounds somewhat defective and Sri Ramalingam imagines a purpose for Valluvar's omission of 'Veedu' in his monumental work. The central theme of 'Tirukkural' is more ethical than philosophical, though Valluvar's was a perfectly philosophical mind.

Sri A. Muthusivan's article on the 'Art of Love' is interesting. It seems to define the love-activities of an educated, urban people and contains many half-truths.

Sri Supa. Narayanan deals in his article about dress-fashions and the sex-appeal and tries to chalk out a mode for women's dress.

There is also an article entitled 'Is a Wife Necessary?' in the course of which the author tries to find all sentiment belonging to woman and all wisdom to man. There is also a suggestion that the beauty of the male body is comparatively more lasting than the female's. This article is in the nature of an advice to a select few amidst us who do not desire to get into the shackles of marriage.

There is also a humorous article by Vallikkannan putting forth the Shavian idea that the best couple are those with different temperaments and desires.

Sri Dhanushkoti gives a long list of lessons to the newly married male and female.

Sri V. R. M. Chettiar deals with Shakespeare's portrayal of love and Jegachirpiyan creates an imaginary picture of the first love of Adam and Eve.

The two poems included in this collection one by 'Kuyilan' and the other by 'Kalaivanan' are good verses but unfortunately lack poetic fire.

The story 'Ninaivu Malai' narrates a love theme during the period of our national struggle and has a melodramatic ending. The story 'Nalla Mudivu' portrays a brother's sacrifice out of love for his sister.

On the whole it is a nice collection and the idea is good that the book should serve as a presentation volume for the newly-married. The collection has been planned and presented by Sri T. N. Veeraraghavan.

S.R.S.

GRAMA OOZHIAN (PONGAL MALAR): (Edited and Published by Sri A. V. R. Krishnaswamy Reddiar at S. N. Printers, Teppakulam, Tiruchi).

'Gramma Oozhian' which was recently revived as a journal devoted to Rural Uplift has brought out a special issue for 'Pongal.' The Editorial on Pongal has a lyrical flourish and a poem of four stanzas by Tiruloka Sitharam on the importance of Pongal breathes a classical air.

The diligence with which so much material relating to farming and cultivation has been collected and presented in an attractive manner deserves appreciation. Many line drawings and suitable legends under them have been published. The information contained in them is highly interesting.

Government of India hand-outs relating to agriculture and agricultural research collected and presented here give us a good picture of the state of farming in the country today.

An article on how the 'Reaping Festival' (Pongal) is celebrated in America is highly instructive.

Some photographs that have no relation to the central purpose of the journal seem out of place.

This Pongal number is priced 8 annas.

S.R.S.

SHIVAJI CONGRESS NUMBER: (Edited by Tiruloka Sitharam at S. N. Printers, 24-A, Theradi Bazaar, Tiruchi).

The 'Shivaji' Tamil Weekly from Trichinopoly has brought out a special number of about 80 pages on the occasion of the Congress session conducted at Avadi.

An article on the various congress sessions conducted previously in Madras, an account of the origin and growth of the Southern Railway, an interesting feature culled from Rajen Babu's autobiography, a narration of the life led by rulers of Indian States during the British period are some of the features of the number. An article on V. V. S. Iyer, Aurobindo and Bharati written by one who lived in Pondicherry while they were alive is interesting. Sri Akkoor Ananthachari has given details of some Tamil journals that awakened the fire of independence amidst the Tamils. Besides, the number contains many photographs of our leaders.

It is priced at 8 annas.

S.R.S.

SRI AHOBILA KSHETRA AND SRI AHOBILA MUTT: (Published by the Ahobila Mutt).

The Ahobila Mutt is one of the most respected religious institutions in South India following Vedanta Desika's school of Visishtadvaita. The small village of Ahobilam itself is picturesquely situated on the Nallamalai range of hills in the Kurnool district and is one of the famous pilgrim centres in Andhra state. Kings of the Vijayanagar dynasty endowed the temple with many benefactions and today the shrine is known as much for its works of art as for its religious importance.

Till now a satisfactory guide book for Ahobilam was not available and from this angle the book under review is to be welcomed. Apart from a description of Ahobilam and its importance and the many photographs reproduced therein, the book contains the life-history of the many illustrious Jiyars who adorned the Mutt in succession. The book will be found interesting not only by followers of the Mutt but also by every lover of Hindu shrines and ancient lore. Copies can be had of the Principal, Sri Ahobila Mutt Sanskrit college, Madurantakam.

T.S.P.

KIRA PANDHARIPURAM

(Continued from page 72)



One night Narasimham had a dream in which he had a vision of Sri Panduranga who advised him to erect a temple in his name and disappeared. Ever since that day Bhakta Narasimham spared no pains to bring his dream to reality and at last he succeeded in erecting one of the finest temples in Andhra. The temple thus built by an ardent worshipper was destined to become more famous than many temples in Andhra. The Vicinity of the temple has come to be known as "KIRA PANDHARIPURAM" since. The temple has been the source of inspiration for religious life in Andhra—the rallying point of divine worthies of religion. Though it is situated at the tail end of the town several devotees daily frequent the temple and do their worship. The magnificent structure, serene atmosphere and placid calmness invest the temple with natural beauty and it acts as a centre of attraction and pleasure to pilgrims. Several lakhs of people participate in the religious festival held every year. The temple as it is, is one of the tidiest in India and only a visit to the temple will convince the reader better than a volume of praise showered on the temple on paper.



Children's CORNER

Arts.



Hello Children !

HAVE you ever known of a boy or girl who is always wanting more and more. If you give him a toy gun, he soon gets fed up with this and cries for a toy drum, and then for an engine or a motor car, or a bat and ball. Well, this reminds me of a story of a fox and a crow, and the fox was something like the little boy who always wanted something more.

The Fox and the Crow

Mother Crow was sitting in her nest on a tree, keeping her baby crows warm while they were having a sleep. Now, along comes Fox up to the tree, and starts tapping hard on the trunk. Mother Crow looked over and Fox said to her :

" I will cut down this tree with my tail, and when it falls I'll eat you and your baby crows."

Mother Crow was frightened and pleaded with Fox. " Please, dear Fox, don't kill me and my babies, I'll soon get you some nice meat pies to eat."

Fox grinned. " Well, Mrs. Crow, hurry up and get me those nice pies, if you don't want me to cut the tree down and eat you all up."

Mother Crow now flew out of her nest and cried out to Fox, " Follow me, dear Mr. Fox."

With Mother Crow in the air and Fox on the road underneath, both travelled along until they came upon a woman with her little girl, who was carrying a basket of meat pies. Fox quickly hid himself behind a bush and Mother Crow flew down on to the road and wobbled from side to side, as if her wing was broken. The little girl saw this, put down her basket on the road and cried out, " Oh, Mummy, do look at that poor crow ; she's hurt badly."

Mother Crow did not stop but hopped and wobbled along in front with the mother and girl following. After Mother Crow had led the mother and girl some distance away from the basket, Fox jumped out of his hiding place, grabbed the basket in his mouth and was off again to have a good feed of meat pies. Mother Crow then flew back to her nest, feeling somewhat safe.

But not for long. A few days later Fox came along again to the tree, tapped hard with his tail and said : " I'll cut down this tree and eat you all up."

Mother Crow looked over her nest with fear in her eyes and again pleaded. " Don't do that, dear Mr. Fox. If you will just follow me, I'll get you some thick, creamy milk to drink."

Fox smacked his lips. " Ha, that's what I want now after those lovely meat pies. Some thick creamy milk. Go ahead Mother Crow and I'll follow you."

Once again Mother Crow flew over the road with Mr. Fox following below until they came upon a man driving his milk cart along the road. Mother Crow flew over and perched herself on the horse's head, and gave him quite a peck with her sharp beak. The horse jumped up and the man on the cart tried to drive Mother Crow away with his whip. But she was quicker, and hopped up, and again came down on the horse's head and gave him another sharp peck. She kept doing this for a few minutes until the horse lost his temper and bolted fast down the road to dodge Mother Crow. He bolted so fast that one of the large milk cans bumped and bumped until it fell off the cart on the road, rolled and rolled with the cover jumping off and the milk spilling. Mr. Fox was soon at the milk can filling himself with the thick creamy milk, long before the milkman brought his horse to a stand.

Mother Crow then flew back to her nest and babies once again.

But Mr. Fox was not content. Once more he came to the tree, tapped hard and said. "You found me some nice meat pies, and then you got me such delicious milk, and now what else can you get for me. Tell me quick or I'll cut down this tree and eat you and your babies."

Mother Crow did not know what to say. Wasn't this wicked fox ever going to stop wanting to eat them up? If he would not stop, well, she must stop him once and for all. So, after thinking hard for a few minutes she said, "Dear Mr. Fox, this time I am going to get you a big dose of fear."

Mr. Fox laughed out aloud. "You're going to give me a big dose of fear. 'Haw! Haw! Haw.' He laughed more and more. 'No one can make me feel afraid, but go ahead and let's see this big dose of fear you have for me, Mother Crow."

Mother Crow flew out of her nest, and called out, "Follow me Mr. Fox."

After she had taken him far away from the road and out amongst some bushes, she called out, "Wait here for me, and I'll be back shortly with my big dose of fear, Mr. Fox."

Mr. Fox again laughed, "Haw! Haw! Haw!" Bring along your dose of fear Mother Crow, and while you're gone, I'll take a nice nap.. Wake me up when you're back."

Mother Crow flew swiftly until she came to a place where a hunter and his dogs stayed. She flew down and came up to one of the hounds and whispered into his hear, "Want to catch a nice fox, Mr. Hound?" The hound pricked up his ears, ran around the place to tell his brothers and friends, and soon were following Mother Crow back to where Mr. Fox was having a good sleep. When they came within a certain distance of Mr. Fox Mother Crow flew down and warned the hounds to go quietly, very quietly otherwise Mr. Fox would get up and run. The pack of hunting dogs then very slowly and quietly followed Mother Crow who flew ahead slowly and before long Mr. Fox had a ring of hunting dogs around him. Mother Crow then called out with a loud caw, "Dear Mr. Fox, come and take your dose of fear." Mr. Fox lazily opened one eye, then the other, but when he saw a ring of hunting dogs around him, he gave a loud wail and tried to run. But the dogs were soon on top of him, tearing and biting and ripping poor Mr. Fox to little pieces of flesh and fur. When the dogs had finished with Mr. Fox, Mother Crow with loud caw-caws of joy flew back to her babies. No more would Mr. Fox come to kill them.

UNCLE TELLATALE



STATE REGULATION OF TRANSPORT

(I) INTERSTATE COMMERCE COMMISSION IN U. S. A.

G. RUNGA RAJU

REGULATION of transport by the State in public interest was necessitated by the virtually monopolistic nature of the enterprise such as railway undertakings and when other forms of communications developed later—inland waterways, road services, pipe lines etc.—the State control was extended over their operations also. When it was exercised on railways, sponsored by private enterprise, in the middle of the 19th century, in the United Kingdom and in the United States of America, it was largely negative in character—a Decalogue of Don't's—as it were. Due to the exigencies of the First War (1914—19) requiring unified control of railways and other means of transport for satisfying the demands of the Defence Services, this regulation took a positive turn as well. The Second War (1939-45) accentuated it in U.S.A. and led to nationalisation of railways in U.K. In our country, where railways were constructed on the initiative of the State and financed by it to a considerable extent, though private companies actually constructed and worked them to start with this control was that of a benevolent autocracy. It aimed at promoting public interests, by development of agriculture and trade and the restrictive methods, which characterised it in the West, were not resorted to. This fundamental difference in State control of railways in the West and in India may be borne in mind, which, perhaps, accounts for the existence today of the Indian Railways Act, as it was passed in 1890, with subsequent minor amendments, though our country is forging ahead at a commendable pace after Independence. We have seen two devastating Wars in a generation, which have taken us, at least, a century ahead,

in developing our industry and trade and while several legislative measures in regard to railways, etc., have been enacted in U.K. and U.S.A. we are still carrying on with an ancient piece of legislation, supplemented by executive directions, for satisfying the changing needs. It is proposed to dwell briefly in this article, how the Interstate Commerce Commission, through which the State in U.S.A. exercises control over railways, etc. functions, under an administrative set-up, similar to ours, of a Federal Government, having authority to regulate interstate transactions.

An act to regulate commerce was passed in 1887, which created the statutory authority, known as Interstate Commerce Commission and subsequent legislative enactments were consolidated under the Interstate Commerce Act, 1940, the preamble of which is :

"It is hereby declared to be the national policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this Act, so administered as to recognise and preserve the inherent advantages of each ; to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation and among the several carriers ; to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices ; to co-operate with several states and the duly authorised officials thereof ; and to encourage fair wages and equitable working

conditions; all to the end of developing, co-ordinating, and preserving a national transportation system by water, highway, and rail, as well as other means, adequate to meet the needs of the commerce of the United State, of the Postal Service and of the national defence. All the provisions of this Act shall be administered and enforced with a view to carrying out the above declaration of policy."

The Act has four parts. Part I has reference mainly to railways: Part II regulates the transportation by motor carriers: Part III relates to Water Carriers, operating coastwise, inter-coastal and upon inland waters: and Part IV deals with Freight Forwarders. The general purpose of creating the Commission was to provide for a body empowered to regulate in public interest, common carriers subject to the Act engaged in transportation in interstate commerce and in foreign commerce to the extent that it takes place within the United States. The extensive nature of control by this Commission over the 8 group carriers is indicated by the Operating Revenues for the 12 months ended June 30, 1953, as shown in the latest 67th Annual Report, issued on November 2, 1953.

OPERATING REVENUES

<i>Group of Carrier</i>	<i>Amount</i>
	\$
Steam Railways	11,180,158,000
Railway Express Agency	249,833,000
Pullman Co.	117,145,000
Electric Railways	78,698,000
Water lines	362,433,000
Pipe lines (Oil)	589,360,000
Motor Carriers of Passengers	575,560,000
Motor Carriers of Property	4,746,774,000
Total	17,899,961,000

(Note.—Private car lines and freight forwarders not included)

The Commission consists of 11 Members appointed by the President of U.S.A., one of whom is selected as Chairman among themselves. The Commissioners appoint the Secretary, Chief Counsel, Directors of Bureaus (other than the Director of the Bureau of Locomotive Inspection, who is appointed by the President) and other officials. The Act authorises the Commission to create divisions and the decision of a division of not less than three Members has the same force and effect as a decision of the Commission itself, subject to the entire Commission in its discretion granting a rehearing. In carrying out its duties, the Commission exercises powers of a quasi-executive, a quasi-legislative and a quasi-judicial character, although it can neither enact laws nor enforce penalties. Its activities are all-pervasive: maintenance of just, reasonable and non-discriminatory rates by carriers and freight forwarders (or car loading companies acting as middlemen between consignors of merchandise and carriers in the transportation of high grade traffic): establishment of through routes and joint rates by carriers: division of joint rates: requirement of switch connections by railroads, with lateral branch lines or private sidings: use, supply, movement, distribution, etc. Of locomotives, vehicles, etc., including supply of special trains: pooling or division of traffic, service or earnings: consolidations, mergers and acquisitions of control: forms of accounts and record by carriers etc.: authorisation for carriers to issue securities: forms for Bills of lading (invoices): compilation and publication of Statistics: railroad safety appliances: investigation of railroad accidents: locomotive inspection etc. Further, the Commission is responsible for keeping itself informed as to the manner in which all carriers and freight forwarders, subject to its jurisdiction, conduct and manage their business and the Commission is empowered to obtain from them all the information required. It is also charged with the duty of investigating violations of the

criminal and penal provisions of the Acts, which it is required to administer and to ask the attorney General for prosecution or other enforcement of the provisions, etc. The large volume of work of the Commission is done by 15 Bureaus—Finance, Accounts, Cost Finding, Valuation, Motor Carriers, Economics and Statistics and Locomotive Inspection, etc. The staff of the Commission number about 2,000. The Commission may initiate a case, hearing or enquiry or it may take cognisance of a complaint sent to it, for instance a request by the railways for increase in charges.

State regulation of transport in U.S.A. is, thus, exercised by the federal Government through the Interstate Commerce Commission over about 10 types of communications, mentioned above, owned by joint stock or private companies, for controlling the "interstate" movement of traffic, passing between 48 States, as distinguished from "interstate" traffic moving within any one State, over which it has overriding powers, for ensuring that the action of any individual State will not interfere with the free flow of commerce between the States. The Commission's jurisdiction does not, however, extend to Civil Air Services. After this all too brief survey of the constitution and functions of the Commission, it will be of interest to examine how this regulation is exercised by the State in our country. All the railways, with a few exceptions, are State-owned and are managed by the Ministry of Railways; but investigation into railway accidents and the periodical

inspection of the railway lines for safety-working are under the purview of the Ministry of Communications, as in the pre-Independence days. The Ministry of Transport is responsible for road transport, including the administration of the Delhi Road Transport Authority, inland water transport, road development including National Highways, the administration of the Central Road Fund, general transport coordination, the administration and development of minor ports in Part C States, coordination of work relating to major ports generally, maritime shipping and light houses. This Ministry is divided into two wings mainly, the Roads Wing dealing with all matters relating to construction and development of roads and the Transport Wing, with all other matters. The functions of the Interstate Commerce Commission are, thus, exercised in this country by three Ministries—Railways, Transport and Communications. The Indian Railway Rates Tribunal has very limited jurisdiction and it can hear only formal complaints, but cannot initiate enquiries. While the declaration of Government's policy for the development of all forms of transport is more or less on the lines of the preamble to the Interstate Commerce Act, cited above, legislation for enforcement of this policy and correlation of freight rates—by rail, road, inland river and canal lines, coastal shipping, as also Air Services—appear to be necessary, together with the machinery for initiating enquiries or hearing complaints from the users of all these forms, with extensive jurisdiction as that of the Interstate Commerce Commission.

(To be continued)

AN ABHORRER OF DETAILS

S. R. SRINIVASA RAGHAVAN

Integral Coach Factory

IT was at a very early stage in my life that I started moving closely with Sambu. While we were together at school we used to play marbles, particularly the Tamil game with three small pits on a straight line for the marbles to drop in, a distance of about eight feet between the adjacent pits. He was about twelve years old at that time and from then itself he abhorred details. If he played wrongly, and if anybody began narrating in a roundabout way the reasons why it was a mistake, he would cut him short telling him derisively that he wanted no details and it would be enough if he was corrected by a short remark that he was wrong.

I did not note then that it was a characteristic idiosyncracy of his to abhor details. Today he is ninety and has lived a full life with a contempt all his own for details even about what are considered by us as serious matters in life.

* * * * *

Twenty years ago when Sambu had finished a successful career and had retired to his village I was a chance visitor to his place where there were some of my relations also. On the day I went to his house to renew past contacts it chanced that a close relation of his had died in the next street. He told me that he would have to visit the place and console the bereaved in the time-honoured way. This he said with a twist of his lips expressive of a psychology behind, which hated details. I pressed him so that he could express himself a bit vociferously and out came the remark 'Man dies. He has to. Have you known anybody who has avoided death? Neither here nor in

the other half of the world. Why so much fuss? . . . Beating of breasts, crying hoarse, telegrams to all the corners of the earth . . . Will it not be enough if the body is simply carried to the cremation ground and burnt immediately?' I could not help laughing aloud. There before me stood Sambu, the confirmed abhorrer of details!

The individual that had breathed his last was also a distant relation of mine and I told Sambu that I would accompany him. He had no objection.

Both of us proceeded to the next street and entered the unhappy house. The second son of the dead man was there at the door arranging certain details pertaining to the performance of the routine ceremonies. Sambu approached him with a feint expression of grief and a sad face and began the routine enquiries. 'Mela Thatha has died. You are left without his wise advice and company. He was an ideal father' etc. The bereaved son began crying and Sambu turned aside and winked at me. I controlled an urge to smile.

Womenfolk are the people who are vociferous on such occasions. We went into the house and there, at the corner, stood old Muthamma Patti, the wife of the dead man, all tears and sobs. Sambu approached her and immediately he was in her neighbourhood; she began with a loud wail to narrate the details of how he was taken away from them by Yama, the God of death, how he had taken milk from her hands the previous night, how he had given orders to the servants the day before on attending to the cows and sowing seeds in the land, how he was active a week

ago, walking three miles to the town in the neighbourhood and many such other things. Sambu was standing silent. When the narration closed, Sambu came out with a curt remark 'Why all these long lamentations. He is dead . . .' He would have liked to add 'Bury him deep', if burial had been the custom.

On our return from the house he told me of an incident in his service days when he was the Superintendent of his office. The boss was a regular pest and every ten minutes he used to ring the bell and call for Sambu. Once inside, Sambu was compelled to hear pestilential details about both official and unofficial matters. One particular day the officer began to tell Sambu of his daughter's forthcoming marriage and said that the details had not yet been settled. The mother of the boy was particular that a diamond necklace should adorn the neck of the would-be-daughter-in-law and a big silver vessel of a particular shape was absolutely necessary. The boy was a bit squint-eyed but that did not matter much. He was in a good position and hove to reach the higher rungs very quickly. This took nearly half an hour and Sambu lent his ears quite without interest. At last he burst forth forgetting that the man seated opposite was his boss. 'Why all these details? The silver vessel is easily manufactured. The diamond necklace can be bought in a second. Which is the day of marriage? Kindly let me know. I shall have a sumptuous meal that day.' The Boss was struck dumb. He could not understand Sambu's attitude. He

dismissed him from his presence immediately.

* * * * *

The house in which Sambu lives today was bought by him under interesting circumstances. There was an agent of the original house-owner who had come to Sambu to speak about the big bargain he was going to strike by buying that house, how many marriages had been conducted there, how numerous children were born there, etc. etc. Sambu contemptuously set him aside by saying 'I know. I know . . . I know that Ramasubban's grandfather died there. Seetha's grandmother died there. The eldest son of Subbier broke his left leg by falling down from the pial of the house . . .' The agent was stunned. 'All right' continued Sambu 'What is the price?' It was fixed at one thousand five hundred rupees and Sambu bought the house.

The other day while we were sitting together in the verandah of his house a large piece of mortar fell down from the ceiling on Sambu's head. Of course no serious harm was done. His wife rushed in and asked him for the details of how the mortar fell, how it pained him etc. He loathed her questioning and booed at her telling "One day this house is going to fall down like the temple at Jericho. 'Not one brick will be left on another'. One day I am going to breathe my last . . . you too . . ."

That is Sambu, the hater of details, rather, as he would like to put it, "a hell of details".





NERVOUS TRICKS

V. S. SHANTHALAKSHMI

EVERY thought, every action, functioning of every organ, the digestion, breathing, circulation of blood, hearing, sight and touch all are controlled and influenced by the nervous system. Of course, the best possible means of repressing the manifold major nerve troubles, is proper rest and sleep, plenty of fresh air, good and nourishing food and avoiding all obsessions and complexes (things which sap the vitality producing morbid conditions and wrecked nerves.) But what about those small nervous tricks that many of us have without realizing it, and which can have a disastrous effect on looks if they are allowed to continue? Habits like nail-biting, for instance, rubbing your chin, or pulling faces, blinking eyes, etc. may seem harmless at first. Some people even take a pride in labelling them as individual mannerisms, completely ignorant of the fact that very gradually they begin to leave ugly disfigurements.

These habits are usually the result of some nervous tension. Shy and nervous people are particularly subject to these distressing complaints. But, be sure, these bad habits can be got rid off soon, if you have only the will power to do so. Let me now, tell you about

some of the most usual nervous habits so that you can watch out for them in yourself and set about curing them.

Apart from the hygienic point of view, and the unattractive sight of seeing a girl biting her nails, this habit will ruin the nails themselves, whether you bite the nails or the cuticles round them. The nails will grow horribly crooked and the skin around become hard and red. If it is a longstanding habit it is almost impossible to cure it by self-control alone, as it has probably reached a stage where it is sub-conscious. The best cure is the old Victorian one of painting the nails and finger-tips with a bitter solution (such as bitter quinine, aloes, etc.) so that the unpleasant bitter taste in your mouth checks the habit.

Thumb-sucking is another similar habit, though it is not as common as nail-biting. I have known even grown-up people who (though not while awake), suck their thumb while half-asleep; and sometimes when they are concentrating on something very deeply too. The only way to cure it at this stage is to wear gloves while you sleep. This may be uncomfortable at first, but your nails must be encouraged to grow naturally. You will be so thrilled when they begin to look normal that you

will soon lose your desire to bite ! This habit can be cured if you make up your mind.

While you are making the effort you must feed them with oil or special nail cream to encourage growth and make the nail strong again. In the same way take great care of the cuticle while it is healing, painting it with soft perfumed cuticle oil night and day, and leaving the scissors or manicure instruments alone.

Eye-tricks have a special paragraph to themselves partly because there are so many of them, and partly because they are very often due to genuine eye-tiredness rather than to nervousness. They include rubbing your eyes (and rubbing away the lashes), half-closing your eyes when you look into the distance, and blinking. Be very sure that these habits are not due to genuine eye-strain. Strain makes your eyes sore and smarting and the natural reaction is to rub them or blink them to ease the sting. The habit of half-closing your eyes may be due to short-sightedness but it can also be an affectation !

Take care of your eyes, don't try them by reading in poorly-lighted trains and buses, or by working too long in artificial light. If you have been using your eyes hard all day give them a rest when you get home. Wear spectacles if you find your work is straining your eyes. By wearing spectacles in good time you can preserve your sight so that you may only have to wear them for work. Carrots, especially when eaten raw, are said to have a good effect on your night sight and they're excellent for your complexion.

Finally, give your eyes as much rest as you can. Sleep with your head turned way from the window so that the light doesn't shine directly on to your face when you wake. Work with the light shining directly on the job and not on your face, and bathe your eyes night and morning with a weak boracic solution.

Pulling faces : this sort of a habit usually attacks people when they are

talking, and with some people it passes for vivacity. But it is generally the result of shyness and it certainly produces wrinkles long before their time. This type of bad habit includes raising your eyebrows unnecessarily, frowning, sucking at your underlip or cheeks, and generally making faces while you talk. It is hard to correct except by the mirror trick, unless you are still able to realize when you are doing it. But you can set to work on the wrinkles with cream and massage every night, to undo the bad work the 'faces' have made. Massage across the horizontal frown lines, and down the vertical ones, and if you cannot get the special wrinkle plasters, stick on a little adhesive tape while you sleep—smoothing out the wrinkles with finger and thumb first.

Another nervous habit is fidgeting. There are so many forms of this particular sort of nervous habit that I can't list them all. Some people twist a lock of hair round and round in their fingers, pull at the cuticles of their nails, pluck at an imaginary double chin, or at their underlip. Other people fidget with their eyebrows, or rub their chins, or bite their lips, or stroke their nose. Because these habits are often indulged in only when you are concentrating deeply, they are all the more difficult to check. You do not realize that you are fidgeting, and so not believe it when you are told.

Almost all these habits will give some ugly result in time. Rubbing your skin with hands which can't be always clean induces blackheads and open pores, pulling at the skin, makes wrinkles, loose skin and double chins. Pulling at rough pieces of cuticle often leads to soreness and bleeding, sometimes to poisoning and always to ugly enlarged cuticles. Biting your lips makes them rough and chapped. The best way of curing these bad habits is to apply a little commonsense.

Since all nervous habits are usually the indirect outcome of some sort of nerve strain, take the usual sensible precautions of getting plenty of sleep, exercising in fresh air, good food and above all stimulate your self-confidence.

FATEHPUR SHEKHAWATI—CHURU RAILWAY LINE

A rail connection between Fatehpur-Shekhwati and Churu has been under consideration for a very long time. The construction of this line was originally proposed in the early days of the Jaipur State Railway, but failed to make any progress due to the clash in the interests of the States.

In 1940 when the line from Sikar to Fatehpur-Shekhwati was constructed, the extension of this line up to Bissau had been decided upon. This extension was, however, given up due to war conditions and certain political reasons, although the earth work for some miles ahead had already been taken in hand.

With the change in the political set-up following Independence and the

Integration of the States, it has been possible to undertake the project linking Fatehpur-Shekhwati and Churu.

The link would provide a direct route between Bikaner and Jaipur and the neighbouring areas and has thus considerable political significance.

The proposed line is estimated to serve a population of very nearly 1,30,000 and is estimated to cost about Rs. 49 lakhs. It will also provide cheap and direct communications to open up this area in which the more important towns are Ramgarh and Bissau.

(Continued on page 94)

Sri O. V. Alagesan addressing the gathering



OUR COMMERCIAL News Letter

Earnings

The approximate earnings on originating traffic for January 1955 compare as under with those for the corresponding period of the previous year :—

(Figures in thousands of

Rupees)

January

1954 1955

Rs. Rs.

Passengers	... 1,32,91	1,50,67
Other Coaching	... 23,46	26,89
Goods	... 1,62,63	1,58,53
Sundries	... 6,65	9,69
Total	... 3,25,65	3,45,78

The bulk of the increase under the heading 'Passengers' was due to the Congress Session at Avadi.

Compensation Claims

The following is an analysis of the position regarding compensation claims for the month of January 1955 :—

1. Number of compensation claims received during the previous month ... 3,719
2. Number of claims disposed of and the amount paid during the previous month ... 3,778
(Rs. 2,31,652)

3. Number of claims outstanding at the commencement of the month ... 4,269
at the end of January 1955
4. Number of days taken to settle a claim ... 39 days

Cheap return tickets to Nagore for Kandoori Festival

The Kandoori festival is the most important annual festival celebrated in the Nagore Darga near Negapatam. The festival marks the death anniversary of a Muslim Saint known as 'Nagore Andavar.' This saint was born about 400 years ago at a place called Manickpur near Ayodhya and is stated to have performed many miracles during his lifetime. He finally passed away at Nagore and was buried under the present Darga. Descendants of this saint are still in charge of the worship at the Nagore Darga. Not only Muslims but Hindus and people belonging to other religions visit Nagore for the Kandoori festival.

In connection with this festival, cheap third class return tickets at one and a half tariff fares were issued to Nagore from all stations on the ex-South Indian Railway more than 50 miles away from Nagore. Tickets were issued from 30-1-55 to 5-2-55 available for return journey till the midnight of 8-2-55.



INTER RAILWAY ATHLETIC MEET AT DELHI SOUTHERN RAILWAY ANNEXES CHAMPIONSHIP

C. V. K.

THE 21st I.R.A. Tournament was held at the Rly. Stadium, New Delhi on the 5th and 6th February, 1955. The Southern Railway won the championship for 1955 and C. D. Cleur was adjudged the best athlete of the year.

The picturesque stadium, augmented by two new pavilions completed a few days before the meet, overflowed with a large number of spectators, distinguished guests, not to speak of the rank and file of zealous sportsmen.

Unlike the Divisional and Inter Divisional Sports, the Indian Railway Meet had its own great attraction. Naturally it was the fond hope of the Railway athletes that they should surge forward in sports by bettering old records and upholding the dignity of the railways they represent and the honour and reputation of railwaymen in sports. From the keen contest among the athletes it appeared that everyone on the track and the turf was quite alive to the needs of the situation and the unique record of past glory of the railways in sports.

The year's meet was of greater significance in as much as the Northern Railway, the holders of Championship last year, were put to a severe test and

competition by the Southern Railway who were the winners consecutively for a few years till 1953. They came next to the Northern Railway in 1954.

Determined as they were, the athletes from the South gave of their best and were much ahead of the Northern on the first day of the Meet. (Southern 28 points, Northern 13 pts.) On the first day Ramachandran of the Southern advanced the Indian Railways record in Pole Vault by clearing a height of 11'-7 $\frac{3}{4}$ ". Gurbax Singh of the Northern made a magnificent finish in 800 Metres, lowering the Indian Railways record from 2 m. 03 sec. to 1 m. 57 sec.

On the final day new Indian Railway records were set-up in the following :—

110 metres hurdles		
C. D. Cleur (S.Ry.)	...	15.2 sec.
400 metres hurdles		
Amarjit Singh (N.Ry.)	...	57.5 sec.
4 x 400 metres relay		
Northern Railway	...	3 m. 29.5 sec.
1,500 metres run		
Lakshmanan (S.Ry.)	...	4 m. 9.2 sec.
10,000 metres run		
Gulzara Singh (E.Ry.)	...	34 m. 14.8 sec.
Shot Put		
J. J. Singh (N.Ry.)	...	40'-9 $\frac{1}{2}$ "
3,000 metres run		
Avtar Singh (N.Ry.)	...	9 m. 26.2 sec.

Though on the first day, the northern's prospects were bleak, they rallied to a safer position on the final day, when they had to fight gallantly every inch against the fine sprinters of the Southern, whose athletes like Cleur, Lakshmanan and Baskaran gave a determined performance. Of the athletes from Northern Railway Amarjit Singh, Satyendar Prasad and Swaran Singh put up a remarkable fight to step up the points of Northern Railway. At the tail-end of the events, the Northern had much deserving of their magnificent endeavour almost levelled up the margin of difference with the Southern, (80—80) but the Southern at the close of the day, gained five more points and raised their score to 85, the northern again came up with their total of 83 points.

Thus the Southern Railway regained Indian Railway Championship for 1955



*Group photograph taken on the occasion of the Inter-Railway Sports held at New Delhi
5th from left is seated our Deputy Railway Minister and to his left are
Mr. Karnail Singh, General Manager, Northern Railway and Mr. T. A. Joseph,
our General Manager. C. D. Cleur, our athlete, is on the left corner*



after a short break in 1954. Mr. T. A. Joseph, General Manager, Southern Railway, received the trophy amidst thunderous ovation from the packed-to-the-full pavilions of spectators.

C. D. Cleur was given loud cheers when he received the individual championship trophy.

The Northern Railway were the proud-runners-up, and Satyendra Prasad, the young athlete from Allahabad (and also the captain of the winning cricket team) was cheered by all when he received the trophy.

Northern Railway athletes were again unsurpassed by others in the most impressive march past and were awarded the first prize this year, and they are the holders of the last year as well.

Of immense interest were the 10,000 metres cycle race and the officers' race. In the former, our veteran Dhanna Singh (Northern Railway), who recently participated in the continental races, was naturally expected to turn out a new record. Indeed he maintained steadfastly the track he pursued right from the beginning. But B. S. Mani of the Southern, clever

guy as he was, kept a fine and uniform pace and covered up Dhanna Singh within a safe margin. He kept himself less exerted by doing so. In the last round, Mani hastened his pace and made a dashing thrust flanking Dhanna Singh and won the race, though no new record was established.

In the officers' race, Shri Karnail retained the 'ashes', as I may call it, though comparatively younger athletes could not keep pace with Shri Karnail Singh !

K. W. B. Perret of Chittaranjan was awarded the Consistency Cup for successfully participating in the Indian Railway Athletic Meet since its inception 21 years ago. Perret, in the past, has made fine records in the athletic competitions.

Shri Karnail Singh, winding up the 21st Meet, referred to the achievements of the railway sportsmen in the past and hoped that they would continue to keep the honour and dignity of the railwaymen in sports in future as well. He also referred to the financial difficulties of the smaller units, which he termed 'schedule units', especially in raising strong contingent of athletes and providing them the dress and equipment. He pleaded with the Ministry for encouragement and help to such units.

Shri O. V. Alagesan, Deputy Minister for Railways, in reply, assured that the heart of his Financial Commissioner would certainly 'melt' and the Ministry would do their best. He then gave away the prizes.

Earlier in the day, Shri G. Pande, Chairman, Railway Board, took the salute at a very impressive march past of the athletes, led by the Northern Railway contingent, the winners of the last year.



RESULTS**200 metres run**

Bhaskaran (S.R.) 1, Satyendra Prasad (N.R.) 2, Kailash Prasad (W.R.) 3—
(Time 22.8 sec.)

High jump

Mohinder Singh (N.R.) 1, Ian Trower (S.R.) 2, B. Chatterji (E.R.) 3—
(Distance 5'-10 $\frac{1}{2}$ ")

Running broad jump

Swaran Singh (N.R.) 1, Ramsobotham (S.R.) 2, C. D. Cleur (S.R.) 3—
(22'-3 $\frac{1}{4}$ ")

400 metres run

Hardyal Singh Rai (N.R.) 1, Gurbaksh Singh (N.R.) 2, Muthappa (S.R.) 3—
(51.7 sec.)

100 metres run

Satyendra Prasad (N.R.) 1, J. K. Singh (N.R.) 2, Bhaskaran (S.R.) 3—
(11.1 sec.)

5,000 metres run

L. R. Jagtap (S.R.) 1, E. Shanmugam (S.R.) 2, Gulzara Singh (E.R.) 3
(16 m. 34.4 sec.)

Throwing the discus

J. J. Singh (N.R.) 1, D. Lassle (S.R.) 2,
K. W. B. Perret (CLW) 3—(116'-1")

Throwing the javelin

K. Bosen (S.R.) 1, V. P. Malvea (N.R.) 2, Parwar Singh (N.R.) 3—(177'-3 $\frac{1}{4}$ ")

10,000 metres cycle race

B. S. Mani (S.R.) 1, Amarjit (C.R.) 2, Dhanna Singh (N.R.) 3—(19 m. 41.5 sec.)

4 x 100 metres relay

Northern 1, Southern 2, Eastern 3—
(47 sec.)

Ladies race

Pushpa Keswani 1, Vinay Kumari 2, Veena Sahgal 3.

Thread and needle race

Mr. & Mrs. Mohinder Singh 1, Mr. & Mrs. DeSouza.

Musical chairs

Mrs. Leban 1, Mrs. S. N. Gopal 2, Mrs. Mohinder Singh 3.

Officers' race

Shri Karnail Singh, General Manager, Chittaranjan Locomotive Works 1, Shri P. N. Saxena, General Manager, Western Railway 2, Shri M. N. Chakravarty, General Manager, Central Railway 3.

Southern Railway Team's March-past at the Inter-Railway Sports



CENTRAL RAILWAY BEAT PAKISTAN TEAM

In an exhibition football match played on February 2, 1955 on the Ernakulam College ground, the Central Railway, Bombay, defeated the "Lahore Terrors," Pakistan, by a solitary goal.

In the first few minutes after the start the Central Railway had the better of the exchanges and came twice near scoring through Laloo and D'sa. Then the Pakistan team wrested the initiative and took the game to the Central Railway's area. However, Bombay took the lead in the 20th minute, Leito, outside-left, scoring with a grand shot off a centre from Laloo. Thereafter the Pakistan team struggled hard to equalise, but D'Souza, the Railway goal-keeper and David, left-full back, foiled their attempts. The Central Railway led 1-0 at the interval.

In the second half, the Pakistan team tried hard to score the equaliser, but the Railway defenders held out.

Mr. Thomas Nadekkal, Additional Judge, Ernakulam, presented the Marayil Nanu Menon Memorial Cup to D'Sa, captain of the Central Railway team.

SOUTHERN RAILWAY WIN CRICKET LEAGUE

The Southern Railway are this year's champions of the first division cricket league, conducted by the Madras Cricket Association. They finished their programme with a nine-wicket victory over the Triplicane Cricket Club on January 30 at Perambur.

The Railway won eight matches and shared honours in three, obtaining a total of 43 points.

The Railway deserve congratulations on their success this year, their first in the present championship. Although in previous years they challenged strongly, they could not finish at the top of the table. Strong in batting, they

had to rest content sharing the honours quite often, largely owing to a somewhat weak bowling. With the inclusion of Y. Ramachandran, the State left-arm bowler, the Railway improved considerably in this department also. Ramakrishna, too, responded nobly with his slows. Veterans Suri and Madhava Rao, all-rounders, Audhichetty and Janakiraman also made handsome contribution to this year's success. A word of tribute is due to Sri S. K. Gopinath, who took a lively interest in the game.

RAILWAY WIN CHAMPIONSHIP IN MADRAS STATE GAMES

The Southern Railway Athletic Team won the team championship with a big margin in the Madras State Games which concluded on the 22nd January 1955. They secured 118 points. The success of the Railway athletes was in no small measure due to the labours of their coach, A. B. Krishnaswamy.

Sri Vincent Martin of our Railway stood second in the 100 metres race. In the 400 metres race Ivan Jacob, and Muthappa of our Railway secured the first and second places respectively. In the 1,500 metres race Premkumar of our Railway stood second. In the 5,000 metres race Lakshman Rao Jagtap and E. Shanmugam of our Railway stood second and third. Sri Trower and K. O. Bossen of our Railway stood first and second in the High Jump event. In the Javelin throw Sri K. O. Bossen and Dey of our Railway stood first and third. In the 4 x 100 metres relay race the Southern Railway secured the third place. The Southern Railway secured the championship.

After the meet, Sri C. C. Abraham, Principal of the Y. M. C. A. College, welcomed the gathering. Dr. Harvey Edgren, Fulbright Professor at the College, paid a tribute to the organisers as well as the competitors and stressed the value of such meets. Mrs. Edgren distributed the certificates.

SOUTHERN RAILWAY WIN FOOTBALL FINAL

The Southern Railway won the American College football tournament defeating the Mysore Hunters by three goals to one in the final played on February 18, at the Tamkam grounds at Madura.

The game did not reach great heights but there were enough thrills. The Railway fielded the same team which defeated the E. M. E. Centre, Hyderabad, in the semi-final and everyone was at his best. Deep defenders, Rakkan and Mallick, were quick on their feet and kicked first-time. The half line again came into the limelight often with Gurunathan as pivot giving a sparkling display, ably supported by Rangaswamy and Subramaniam. The forward line was reshuffled in the second half, Padmanabhan going to outside-left, Veeraraghavan taking the centre-forward position and Loganathan shifting to outside-right. The combination helped the Railway to snatch victory by scoring three quick goals after being down by one goal in the first half.

The losers' centre-half, Muniappa, came into the picture often, and but for his magnificent display and the equally brilliant performance by Rehman behind the bar, the Railway could have increased the margin still further. In the forward line Kaleel Azam and inside left Gopinath combined well and made many beautiful moves.

Right from the beginning Mysore went into attack and in the second minute a beautiful centre by outside-left Peer was trapped by Kaleel in the penalty box, but he shot just wide of the goal. In the next minute another move between Kaleel and Gopinath saw the former sending the ball over the cross-bar. An early goal was not denied to Mysore, however, and an accurate centre in the tenth minute from outside-right Saleem was trapped by Gopinath and neatly placed in the

right corner of the net. Stimulated by this early lead, Mysore pressed hard and in the next minute they came very near increasing the lead, but Kaleel's stinging shot from near the goal line was well saved by Velayudham by diving full length to his left. Now the Railway defence had a hectic time but somehow they withstood the onslaught and took the offensive after 15 minutes. Mysore leading 1-0, the sides changed ends.

On resumption the Railway stormed the Mysore goal area and forced a corner in the third minute. Off a corner kick by Padmanabhan Rahman cleared the ball feebly, but inside-left Rajendran, who was nearby, banged it home and got the equaliser. Hardly had the cheers died down when the Railway increased their lead. Straight from the centre, Loganathan got the ball, sprinted on the flank and centred beautifully to Veeraraghavan, to deflect the ball to the roof of the net. The Railway now dictated terms. Their forwards moved with cohesion and in the 15th minute Padmanabhan dodged past two defenders and parted with the ball to Veeraraghavan inside the penalty box and the latter scored the third goal nicely by lifting the ball over the onrushing goal-keeper, Rahman, to the roof of the net. Mysore now made some sporadic raids on the Railway goal but in vain.

Mr. J. R. Marshall, Managing Director of the Madura Mills, distributed the cups to the winners and runners-up.

The teams : Southern Railway, Madras : Velayudham ; Rakkan and Mallick ; Rengaswamy, Gurunathan and Subramaniam ; Veeraraghavan, Gangaraj, Padmanabhan, Rajendran and Loganathan.

Mysore Hunters : Rahman ; Mahmood and Krishnamurthy ; Zahir, Muniappa and Puttappa ; Salim, Nizar, Kaleel Azam, Gopinath and Peer.

* Referee : Mahimainathan.

mysore inter-institute cricket tournament

The above tournament was conducted at Hubli from the 10th January 1955 to the 20th January for the first time under the auspices of the Railway Sports Club, Hubli.

The Railway Sports Club, 'A' and 'B' teams of Hubli are the winners and runners-up respectively of the tournament.

Teams from Mysore, Bangalore, Gadag, Ghorpuri and two teams from the Railway Sports Club, Hubli participated.

The matches between Railway Sports Club 'B' and the Mysore Institute in the semi-finals and between the Railway Sports Club 'A' and 'B' teams in the finals were contested.

The best bowling combination between Sri S. G. Mokhasi and Kalyanaraman and good support from the fielders enabled the Railway Sports Club 'B' team to win the Mysore Institute Team. Sri S. G. Mokhasi brought off two good catches in this match.

Sri M. Vanspall of the Railway Sports Club 'A' team bowled exceedingly well against the Bangalore Institute in the first innings and claimed seven wickets for mere eight runs. In the second innings of the same match Shri H. B. Kulkarni, Captain of the 'A' team scored an unbeaten century (105 not out).

The 'A' team, the winners of the tournament, had a very rough time against the 'B' team in the first

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A combined group of the Southern Railway (right) and the Lucky Stars, Cannanore on the occasion of the fourth annual United Club Foot-ball Tournament, Coimbatore. The winners in the tournament were the Southern Railway





ABSORPTION OF EX-SERVICEMEN IN RAILWAY SERVICE

Kindly permit us, Sir, to express a long-felt grievance of ours through your esteemed columns.

We of the Commercial Department of the Ex.-M. & S. M. Railway, were appointed on the then routine grade of Rs. 25—2—45 in the years 1941 and 1942 and were subsequently promoted to the next higher grade of Rs. 35—2½—70 in 1943.

In 1945, some ex-service candidates were absorbed in our office in the routine grade and they were placed juniors to us since we were on the higher grade. On the implementation of the Central Pay Commission scales, both these scales were merged into the initial grade of Rs. 55—130. Unfortunately, we were not given any weightage for our higher grade but were rightly considered seniors to the Ex-servicemen in so far as they were absorbed only in the routine grade and were not promoted similarly.

In December 1951 some of the Ex-servicemen were promoted to Rs. 80—160 overlooking our seniority. This was stated to be based on the instructions contained in Railway Board's letter No. E49C1/8/3 of 25—2—1950. These Ex-servicemen have thus been given accelerated seniority inasmuch as their combined service in the Military and the Railway is less than our continuous service in the Railway.

We feel that by virtue of the fact that

(i) we were appointed prior to 1-6-42

(ii) we were promoted to the next higher grade subsequently

(iii) we possess more service than the aggregate service of any of the war service candidates, we have a right of seniority over the Ex-servicemen appointed in the reserved vacancies.

By declaring these Ex-servicemen seniors to us, they have been given accelerated seniority based on a date prior to their entry even into the war service and some of them would have got their seniority acknowledged probably from the time they were executing their studies.

This is anomalous and placing these Ex-service candidates seniors to us is as incongruous as placing them seniors to men in the Rs. 160—220 or Rs. 200—300 grades.

We also understand that on the North Eastern Railway no one whose position is comparable to ours has been superseded by Ex-service candidates, vide Notification in their Personnel Branch Gazette No. 16 of 27-1-1953.

It is disappointing to note that even the Seniority Committee, contrary to our expectation, does not appear to have taken up this issue for consideration.

Will the authorities kindly reconsider this issue and rectify this anomaly restoring us to our original seniority position?

STEAM ENGINE FOR MADRAS MUSEUM

Sir

In most of the western countries a steam locomotive is an essential exhibit in most of the museums I have seen. In India there are very few museums and I do not think I have seen a real steam locomotive put on exhibition in the small number of museums to be seen.

Museums play a very important part in the life of the community especially with the younger generation. I feel the Southern Railway would initiate a trend if they would consider presenting one of their old condemned engines as a gift to the Connemara museum for exhibition. Of course the engine would require to be touched up and transported to the place where it is to be installed but this is not a big job considering that in foreign countries locomotives are transported from inland manufacturing centres to the Harbour over roads in view of the locomotive gauge not being the standard one for that country. I am quite certain such a gesture on the part of the Railway would be appreciated by all the people who frequent this Museum.

U. A. KAMATH
Principal, Technical School
Integral Coach Factory

BEAUTIFYING RAILWAY STATION YARDS

Sir,

The Railway Department did not lag behind in the planting of avenue trees in the National Tree Planting programme launched by the Government of India. However, the ornamenting of station fronts is being done by interested staff at some stations. Ornamentation of station premises and staff quarters, besides improving the appearance of the buildings, serves as a useful hobby to the over-worked staff. Though it can be done by deft hands, technical guidance by a trained horticulturist will go a long way in correctly planting the right type and kinds of plants in the proper season to suit the different tastes in different seasons and different adverse climatic conditions. The creation of a post of a Horticultural Inspector for at least a period of one year in the first instance with definite jurisdiction over the system on Government of India scale of pay, and posting trained agricultural graduates with post-graduate training in Indian Horticulture, services loaned from the Provincial Departments of Agriculture and Fisheries of the respective states may solve the problem to a great extent. Will the Railway Administration contemplate acceptance of this proposal?

D. V. RAMANA RAO, B.Sc., Ag.,
Farm Manager,
Agricultural College Farm.

BAPATLA
14-2-55

FATEHPUR SHEKHAWATI—CHURU RAILWAY LINE

(Continued from page 84)

The financial prospects of this line are not bright. The link is expected to play an important part in the economic rehabilitation and political administration in this area and thus fulfil a long standing public demand.

The following are some of the more important particulars relating to the project :

Gauge—

Metre Gauge (3'-3 $\frac{3}{4}$ "")

Length—

26.26 miles

Estimated cost—

Rs. 49 lakhs

Number of stations—

Four excluding the termini at Fatehpur-Shekhwati and Churu :

Naharsir

Ramgarh Sethonka

Mahensir

Bissau

The construction of the line commenced on February 16, 1955, when the Deputy Railway Minister Sri O. V. Alagesan, turned the first sod at Fatehpur-Shekhwati.

The line will connect Fatehpur with Churu, a distance of over 26 miles.

A special feature of the project is that the public for the first time, will be associated with the construction of railway waiting halls, waiting rooms and wells at the stations along the new line.

A special committee called the Fatehpur-Churu Railway Committee has been set up and letters and telegrams have been received in the Railway Board's Office, offering public co-operation. The Board has accepted this voluntary offer of help and details are being worked out.

When the link is completed, the incidence of famine in this area may become a matter of history.

mysore inter-institute cricket tournament

(Continued from page 92)

innings. The 'B' team showed their best fielding performance of the tournament in the first innings, skilling the 'A' team by 86 runs which gave the 'B' team a lead of 9 runs in the first innings. 'B' team had to struggle hard for runs in the second innings and they were all out for 84 runs. Sri S. G. Mokhasi of 'B' team was the only batsman who was able to score a breezy 43 runs out of 84 runs. 'A' team made up the needed score of 93 runs by losing only two wickets and were declared winners of the tournament. The 'A' team continued to bat till tea time and scored 286 runs for 6 wickets. The wicket-keeper and batsman Sri Fullinfaw of R.S.C. 'A' scored a brilliant 94 runs.

Mrs. Sadagopan distributing the trophies



third madras regional tennis tournament

The above tournament was conducted at the Railway Officers' Club, Perambur from the 12th February and the Finals took place on the 20th instant. 24 employees participated in the singles and 18 teams entered for the Doubles tournaments.

James (Southern Railway Institute, Podanur) annexed the Challenge Cup for the third year in succession by defeating P. D. Thamodaran of Madras, in the Singles events.

Messrs. N. Bhagvandas and Ramana Rao (Railway Institute, Bezwada) won the Ashley Biggs Cup by defeating Messrs. James and Ramachandran (Southern Railway Institute, Podanur) in the Doubles events.

Sri Sadagopan, the Chief Administrative Officer of the Integral Coach Factory, Perambur presided at the function and Mrs. Sadagopan presented the trophies to the winners and distributed the prizes.

S. R. NEWS—(contd.)

Organisation

Messrs. G. B. Ambrose and M. J. Veeraraghavalu, Assistant District Commissioner and Honorary Secretary respectively and Mrs. Julian, District Flock Leader, made an extensive tour on the Podanur and Villupuram Districts and organised new groups in Schools and Colonies.

REPUBLIC DAY CELEBRATION AT TONDIARPET

Under the auspices of the Southern Railway Institute, Tondiarpet Marshalling Yard, Republic Day and Children's Treat celebrations were conducted on 26-1-55. Sri S. Ramakrishnan, Regional Personnel Officer, Rayapuram, was in the chair.

Sri M. Ramanujam, President, Tiruvottiyur Panchayat Board, while hoisting the National Flag spoke about the duties of every citizen of the Indian Republic.

Sports were conducted for boys and girls below 12 years at the Institute Grounds. Toys and sweets were distributed to the children in the afternoon.

Sri T. M. Ramaswamy, Secretary of the Institute, welcoming the members requested them to co-operate with the Institute, in providing more amenities to the children on whom rests the future of India.

Sri S. Ramakrishnan, Regional Personnel Officer, in his speech assured that he will extend his co-operation for providing better amenities in the colony. Srimathi S. Ramakrishnan distributed the sports prizes to the children.

A Tamil Drama by name "Edu Sudardiram" was enacted by the school children.

SHENCOTTAH RAILWAY RECREATION CLUB

The Annual General Body Meeting of the members of this Club for 1954-55 was held on January 9, 1955 with Sri V. S. Moorthy, Assistant Engineer, Quilon, in the chair. The audited statement of accounts for the year 1954 was passed. Thereafter the election of the Managing Committee was conducted. Sri Adaikalaswamy, Permanent-Way Inspector, Shencottah was nominated as Secretary for the coming year. The following were elected members of the Managing Committee :—

Sri G. Krishnankutty Nair
„ R. Velayudhan Pillai
„ C. R. M. Chidambaram
„ M. Thomas
„ Sri J. Venkataswamy
„ Pichamuthu
„ K. Janardhanan Pillai

Sports for the Employees' children were conducted and prizes for winners and runners-up were distributed by Sri V. S. Moorthy.

mysore south railway institute

The above Institute was hitherto situated in two rooms of the Railway Canteen, and considerable difficulty was experienced by all the members for want of adequate accommodation.

On the representation made by the Chairman of the Institute, our General Manager was pleased to allot the Railway Dispensary building which fell vacant consequent on the shifting of the Dispensary to another site.

The old Dispensary building is now renamed as the **Southern Railway Institute, Mysore South** and the Institute was opened for the use of the members on Republic Day this year.